

TRAIL RIDER

M A G A Z I N E

July 1994

\$2.00

ESCAPING THE FREEZE IN DAYTONA • OCALA GNCC
MONAHAN ENDURO • GREENBRIER • VCHSS
IS THE GOVERNMENT OUT TO GET YOU?

LAST OVER

by Paul Clipper

Fixing Enduros

It seems like every year this happens. We get going into the new racing season, run a couple of enduros, and right away the grumbling starts. No, not racers grumbling about their results, that's going to happen no matter what. I'm talking about the folks who promote enduros—the clubs, organizers and trail bosses of the events. A new season starts, and they come into it with certain expectations: we're going to get xxx number of riders this year, everybody will finish our enduro, none of the A riders will zero it.

They all have lofty hopes and ambitions, but when the final known control is cleared the trail bosses are standing around scratching their heads and wondering what went wrong. Why is it that the top A riders zero-zeroed the event, while a quarter of the C riders dropped out, and they're grumbling that the course was too tough? The A riders, at the same time, are laughing and saying the event was a joke; way too easy.

I even hear it from the national guys. Some of them are praising a run because there were only a dozen finishers, while others are protesting that the conditions were too dangerous and difficult to have a fair competition. Next time around, everybody's complaining that a well-known national enduro turned out to be only two loops of a 35-mile course; way too easy, and everybody was burning checks.

Well, I have no sympathy for check-burners. If you can't hold back and grind into the checks on your minute in the easy sections, well, there's two national hare scrambles series you can enter. I do sympathize with the club that only has land or personnel available to put on a 35-mile enduro, although I do wonder if they should be allowed a national sanction for such an event.

Regardless of what the club does or does not put into an event, I've been listening to all the early-season grumbling around here, and I think I have a few ideas of how the sport of enduro riding can be fixed, before it does itself irreparable damage...if it isn't already beyond repair.

The basic troubles with enduro promotion are many. There's a lack of enthusiasm in the clubs for an event that takes so many volunteers to put on, and every year we're besieged with land problems that are limiting our range, mile by mile. Five or six years ago in South Jersey, we had dozens of potential starting areas for enduros, and thousands of acres of land

to use. Then, all of a sudden, the New Jersey Fish and Game department decided to close the land they managed to off-road riding (we won't get into the fact that the land for Fish and Game was purchased with state tax money). For the most part, this action simply stopped two enduros cold, and severely limited the range of a third. Since then, the clubs have managed to adapt, but now they're sharing areas, and putting on enduros within a much smaller range.

That "smaller range" fact is key. Because the clubs have less room to stretch out an enduro in, and since we have to avoid all wetlands now, the actual enduro course is suffering. There is less land now, but also there is less difficult terrain to ride in, since the difficult terrain all seems to now be environmentally sensitive and off limits. The trail bosses have to thread riders through sections of woods that are simply not taxing enough to take points without raising the speed average and turning the event into a contest to see who's fastest through the woods. This is why the A riders can zero something that takes the C riders right out of competition. They are fast, no doubt about it, but is that what an enduro is all about?

So how do you fix this, since you're not going to be able to get any more land and you can't just make the terrain more difficult? It would be easy, once we change AMA rules. AMA rules state that the club can't put checkpoints any closer together than three miles, and that you can't have a check less than two miles before or three after a gas stop. This is the first rule that should be pitched out the window. You should be able to place a check anywhere on the course, as long as it falls on a whole minute. If the clubs could do this, they would be able to extract the maximum value out of the few rugged sections they have to ride through.

Look at the way it's done now. You check a rider into a tough section, and you have to give him three full miles right off the bat. You can take away that distance by putting in a reset, but in doing so you give the rider time back in return. If the section only has a mile of tough trail, and then plenty of two-track road, the fastest, bravest (or dumbest, depending on how you look at it) riders can go fast enough on the cart roads to make up the time they lost. The C riders can only go fast enough to scare themselves silly, or maybe get hurt. If you could have a check wherever you wanted it, you could take your points at the end of that mile and then give back the time with a reset. In fact, you could put two checks in the section, or more if you had a reason to, and decide the winner of an event on his ability to get through tough terrain, not on how fast he

can go on the two-track.

Pretty simple, really, and all you have to do is abolish the "three-mile" rule and let the clubs use their land to the maximum.

While I'm at it, there's another thing we could do to open up the sport of enduro, and you'll really hate this one: create a rule that demands the use of fully street-legal machines in enduro competition. Right now, we use a quasi-street-legal motorcycle with lights and a spark arrestor, and all the land managers and enforcement personnel know it. If all we could use were totally street-legal machines—turn signals, brake lights, horn, mirrors—a number of positive things would occur...but maybe not the first season.

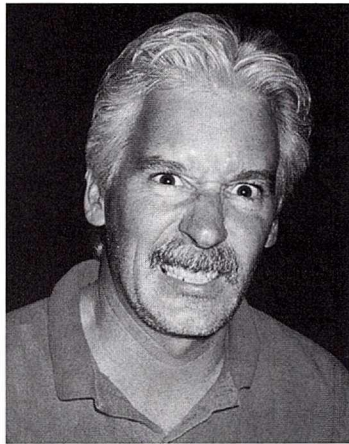
The first season would be mayhem, without a doubt. However, we would now be riding extremely quiet motorcycles in the woods, which would give non-riding woods users much less to complain about. We would be on better terms with land managers everywhere because there would be no doubt that everyone was a legal rider, licensed and insured to the max. The best backlash from this would be the response from the motorcycle industry.

All of a sudden, overnight, there would be a brand-new market for every type of product that would make your "dual sport" bike a lighter, more responsive enduro bike. Soon, the motorcycle manufacturers would knee-jerk into action and start producing enduro bikes that are totally street legal, rather than dual sport bikes that you can take into the dirt (They would be following the lead of KTM, who recently legalized their E/XC four-strokes into the R/XC line).

Yes, maybe we would all be riding four-strokes at this point, but are you sure? We don't have any street-legal two-strokes

these days, but possibly only because nobody has simply demanded them...we've always settled for enduro bikes. On a state level, you may be able to easily register a two-stroke. Connecticut has a trail bike registration that you can pass with a two-stroke (properly set-up), and most other states can allow them as well. As a matter of fact, buyers of the CRE Hondas that Kevin Hines and CRE Imports are bringing into the country are finding two-stroke motorcycles with full wiring, brake lights and a horn, and even bolt-on passenger pegs. It's almost completely rigged with street-legal parts, and it's an enduro bike, no doubt.

It can be done. The sport of enduro riding can be saved, but it's not going to happen without a fair amount of sacrifice on our part. I say we grit our teeth and do it, or we'll all be riding hare scrambles—or worse yet, motocross—before we know what went wrong. □



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MAIL ENTRY

UNINTENDED SLIGHT

Dear Trail Rider,

I am writing to ask why there was no mention made of the excellent machines Yamaha makes in the dual sport categories; namely the XT350, for your "From Mild to Wild" article in the March 1994 issue. I have owned my '91 XT 350 now for almost one year and have had the chance to ride it in California, Mexico and now in Florida. I have found it to be an excellent machine for both on road and off. I am finding that since it is a California edition, the carb runs way too lean for my liking. I am having all the CA emissions removed and will eventually work my way toward getting new jetting and exhaust. My question to you is what would be a good exhaust upgrade? I have heard of one called Dual Shot, but I have not seen anything on it since I first purchased my bike. Secondly, what should I do to increase the flow of gas to the engine? Should I reject the stock or should I go with a complete aftermarket one? And lastly, I have the stock chain and sprockets and would like to upgrade without losing top end speed and MPG. I was looking at the Sidewinder series and would like your opinion.

Steven Winegard
Jacksonville, FL

The reason we left the XT350 out of our four stroke article: we forgot. Actually, we had an XT350 here for a while two summers ago, and except for the scary handling we liked it a lot. The XT350 engine is actually one of the best out there, and it deserves a much better chassis. Our favorite exhaust upgrade right now is the Super Trapp E.A.R. series mufflers. They'll save you weight and give back a little power, while remaining almost as quiet as stock. Certainly, you should richen your jetting, especially if you change the exhaust system. Start with one step richer on the main jet and raise the needle a notch (or shim it if it's notchless), and adjust the mixture screw. Sidewinder chains and sprockets are an excellent choice, and they won't rob any power.

LOOKING FOR TRAILS

Dear Trail Rider,

I live in Highland Lakes, NJ (not far from the famous (infamous)action park) which is a little community out in the middle of the woods. Being that I grew up in this area I love being in the woods, whether it be hiking, bicycling or camping. About six or seven years ago I purchased my first off road machine, an 82 Honda XR200.

Although it wasn't a super-powerful two stroke monster, it was an excellent dependable starter bike. I quickly grew to love riding in the woods and being that the Wawayanda State Park is basically in my back yard and the Newark watershed is around the corner, I couldn't see passing up any opportunity to ride. The problems started soon afterwards. I found that the authorities seem to classify dirt bike riders right after murders in their list of criminals, and although both of these large sections of land are within twenty minutes for my home there are restrictions against the use of motorized vehicles on both of them. Needless to say after receiving several warnings, and several summonses, I realized that they were serious. Being a reasonable person I didn't want to be a problem for the police so I sold my XR and purchased a Honda XL dual sport machine and went through all of the hassles of becoming a licensed motorcycle rider. After which I found riding a motorcycle on the road boring and more dangerous then riding in the woods. Well, to make a long story a little shorter I would love get my hands on an XR500 or 600 and get back into trail riding, but before I go and spend the money for the new machine and new equipment I want to know if there is anywhere in the vast forests that surround me where my friends and I can ride?

Steven Chmarney
Highland Lakes, NJ

If everything around you is either State Park or watershed, no, not really. Both are strictly taboo in this part of the country. Legally, you can ride in State Forests on a street-legal machine (like your XL or an XR600 made legal), as long as you stick to the roads and avoid breaking new trail. But what you really need is to join a club, or at least get hooked up with some experienced riders who know where to go in your area. The Ridge Riders Motorcycle Club is very active in your area, and they have a phone number on the ECEA schedule of (201)729-9764. Tell they we told you to call and explain your situation. Also, find a dirt-active motorcycle dealership and go introduce yourself. There is plenty of riding out there, but first you have to find it.

SLIDE-RULE PILOT

Dear Clipper,

Just finished skimming Trail Rider, enjoyed the Maico bit. How come Trail Rider is the only off-road magazine that even mentioned that god-awful jump from first to second on the XR650L? I have one and hate the gearbox. In the good old days when I was a moto-hack we had to publish internal gear ratios just to let our readers know we could indeed manipulate a slide rule.

In ancient pre-Hunky days I raced a Maico that belonged to Bill Landerfield, circa 1953. It was a Six Days replica that had a muffler, lights and Earles-type front forks. The thing made so much horsepower that

winning was a breeze. Bill criticized my spinning the wheel too much getting off the line and not being first into the first turn. It didn't matter because horsepower



conquered all in those days of 15hp 250s.

I later sold Maicos during '63-'64 and won the district 37 enduro championship on an iron barrel 250. These Maicos were imported by Nick Grey out of Chicago, IL. Nick could be remembered as the man behind Whizzer Motorbikes.

Keep up the good work and I hope see you at the next lobster ride.

Yours Truly,
Dave Ekins
Reseda, CA

Dave...what's a slide rule? Maybe we're the only one to notice the jump from first to second on the 650 because we're the first mag to actually ride one any distance, you think? Good to see you on the last Trip West, and hope we can spin some wheels together again soon.

WELCOME TO NJ

Dear Trail Rider,

Please help me!!! In my teenage years I was an avid trail-rider. I used to live in Rhode Island; a place where you could ride for miles on end with only the occasional road crossing. My partners and I used to stash fuel supplies out on the trail just so we could get back. It was that good.

My problem is, six years ago (I'm 24 now) my family and I moved to northern New Jersey. Bergen County to be exact. As you may well know, there are no places to ride in this area, legally anyway. Most of my friends have never even ridden a motorcycle so they are of little help. Even the dealerships give me nothing but a blank stare.

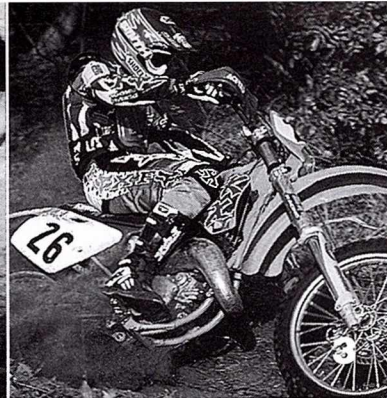
I recently purchased one of the off-road motorcycle magazines and saw your advertisement. This is why I am writing to you. I desperately want to start riding again. I am willing to travel up to two hours from my house. Are there any riding places like the one I described anymore? Ideally, I would like to join a club.

Paul Snyder
Allendale, NJ

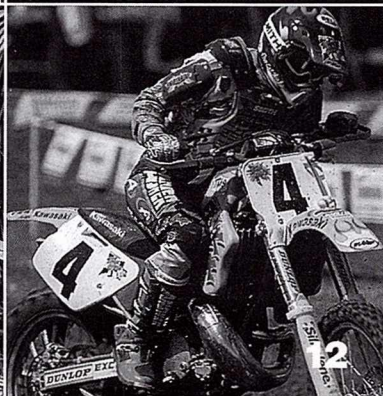
Paul, I don't even think you can ride like that in Rhode Island any more, but I may be wrong. Are we noticing a pattern here? Everybody who moves to New Jersey winds up regretting it when it comes time to get out the motorcycle. We either need to start hammering on Trenton, or find a better place to live. See the reply to Steve Chmarney's letter above, and get hooked up with the Ridge Riders. □



Photo: Donn Macada



Photos: Kinney Jones



The World's Most Powerful Off-Road Team!

The list of members reads like a who's who of the country's top off-road riders. That's because it is.

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Below is our list and some recent overall wins, look for most of these guys at the ISDE.

1. Guy Cooper/Suz
Ocala Cross Country 1st O.A.

2. Larry Roeseler/Kaw
Adelanto Grand Prix 1st. 125 pro & Open race

3. Ty Davis/Kaw
Adelanto Grand Prix 1st 250 pro, 1st O.A. Pro race
Minden, NV National Reliability Enduro 1st O.A.
Wendover, UT National Hare & Hound 1st O.A.
Tecate Enduro 1st O.A., '93 ISDE Top American

4. Kevin Hines/C.R.E.
Colinga National Enduro 1st O.A.

5. Steve Hatch/Suz
Arizona National Enduro 1st O.A.
Texas National Enduro 1st O.A.
Massachusetts National Enduro 1st O.A.

6. Rodney Smith/Suz
Hurricane Mills, Hare Scrambles 1st O.A.
Hollister Hills National Hare Scrambles 1st O.A.
Redding National Hare Scrambles 1st O.A.

7. Joey Hopkins/Kaw
Alligator Enduro 1st O.A.

8. Jeff Russell/KTM
'92 National Enduro Champion

9. Kelby Pepper/KTM

10. Duane Conners/Yam

11. Paul Krause/Kaw

12. Doug Blackwell/Kaw

13. Chris Smith/Hon

14. Tom Norton/Kaw

15. Destry Abbott/KTM

16. Dan Ashcraft/Hon

17. Scott Plessinger/KTM

18. Johnny Cambell/Hon

19. John Flores/Hon

20. Jeff Fredette/Kaw

21. Jim Grey/KTM

22. Todd Harris/Kaw

23. Scott Harden/KTM

24. Fred Hoess/Hus

25. Charles Holcomb/Hon

26. Eric Masbir/Hus

27. Scott Morris/Kaw

28. Tim Morton/Hon

29. Alian Olivier/Kaw

'93 Nevada Rally Champion

30. Alan Randt/KTM

31. David Rhodes/Kaw

32. Dan Richardson/Hon

33. Craig Smith/Kaw

34. Rex Staten/Kaw

35. Matt Stavish/KTM

36. Garth Sweetland/Kaw

37. Davide Trolli/Kaw

38. Greg Zitterkoph/KTM

Gold Strike Hare & Hound 1st O.A.

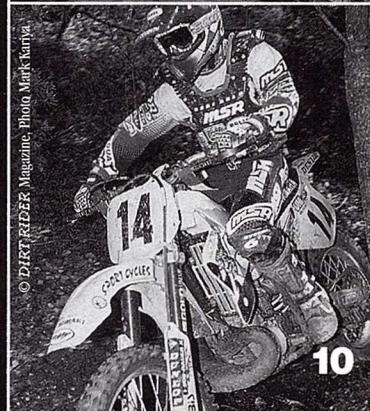
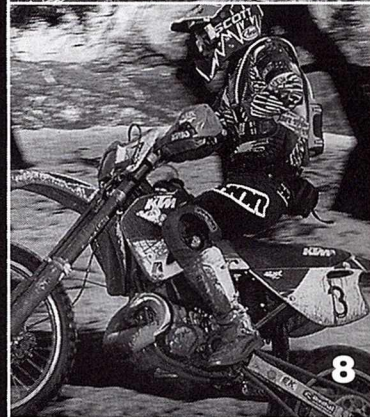
Mesquite Grand Prix 1st O.A.

39. Hylton Beattie

FMF race van/Team Manager



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EASTERN NEWS



TRAIL OF HISTORY

How about a dual sport ride and a history lesson all at the same time? The South Penn Enduro Riders are putting on the Michaux Dual Sport again this year, calling it the "Trail of History Dual Sport." The run will be 75 miles long, mostly neat rails and two-track, all of them through areas with historical significance. South Penn tells us there will be no pavement, just easy trails and dirt roads, so you know it'll be a good ride. It will start at the Big Flat ATV parking area in Michaux State Forest, Shippensburg, Pennsylvania, on August 21, and there will be a barbecue picnic at the halfway point. For more information call (717)528-8444.

ENDURO SCRAMBLES

Look for an ad for the Delaware Hare Scrambles on page 47 in this issue. The date is July 31, and the location is the Scotten Farm. This course really favors the enduro rider, since it is all tight woods...but not too tight. Leave fourth and fifth gear at home (save weight) and come on out and show the motocrossers how to ride in the woods.

FREE KX80

Tommy Norton tells us that Kawasaki has donated a KX80 Big Wheel for him to raffle off, with all of the proceeds going to the Make A Wish Foundation, Rhode Island Chapter. Tommy's going to be doing this on behalf of him and his sponsors, including Team Mirage, and tickets will be on sale from his Turtle Truck at all the remaining GNCC and AMA National Hare Scrambles, as well as NETRA's Chelsea, VT, Union, CT, and Temple, NH, races. Finally, the winner of the bike will be drawn at the NETRA event at West Gloucester, Rhode Island on September 4. You need not be present to win; tickets are \$2 each.

NO BRANDYWINE

We have to stop telling you about all these good events to let you know that one of the ECEA events has unfortunately been canceled. The Brandywine Enduro, originally scheduled for the 24th of July, has been canceled and will not be happening this season, so mark your calendars accordingly.

RIDE THE ISDT

That's ISDT, not ISDE. You can actually ride some of the trails from the original 1973 ISDT in the Berkshires this summer. All you have to do is enter the Mohawk Turkey Run on August 7. The Mohawk ride

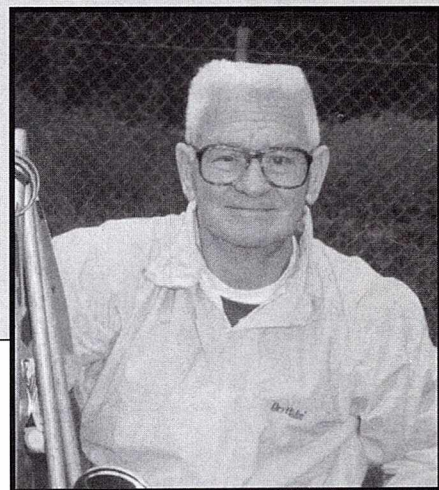
AL EAMES, 1927—1994

Al Eames passed away this year, on May 22. He had struggled for years with diabetes, and it was finally kidney failure that took him away. His name may not be as familiar now as it was 20 or even 10 years ago, since his sickness forced him out of the sport he loved, and out of the "limelight" as it were. Al definitely had an active career before that. He and Bob Hicks (original publisher of this magazine) founded the New England Trail Rider Association way back in 1971. Later on, he went to work for the AMA (at the time, the hated enemy) as director of amateur competition.

Of course, the single most milestone in Al's trail biking life came in 1973, when he trail bossed the first American International Six Day Trial, held in Dalton, Massachusetts. Al had started the Berkshire Two-Day Trials in that area directly because of his love for the ISDT, which he and Hicks, as well as a select group of other New England riders, had attended overseas. New England Trail Rider magazine even has a story on one of their trips, in the November 1970 issue, to El Escorial, Spain. If you've ever seen the movie "On Any Sunday," that's the same event where they made such a fuss over Malcolm Smith in the film. Getting the ISDT to happen in America was somewhat simple: just extend the Berkshire Trials to six days long, and there you have it.

Naturally, it was nowhere near that simple, but without a doubt Al Eames was the sole force responsible for holding the American ISDT together and seeing it to its historical conclusion. It is very unfortunate that Al couldn't hold out until September of this year, when the ISDE comes back to the USA after a 21-year hiatus; where certainly the AMA and many others were planning to make a fuss over him. The amount of intensity and dedication that Al Eames put into promoting this sport of ours is a rare thing to find in these modern times, and he will be sorely missed by all who knew him, or even of him.

Al was not a wealthy man at the time of his demise. Anyone wishing to make a donation in his memory can do so to his widow, Marie Eames, 732 Fairmont Street, Daytona Beach FL 32114.



will be a mix of easy trails and some wicked hero sections, and they say overall it will be an easier ride than last year...certainly easier than the one 20 years ago! The ride will also pass the New England Motorcycle Museum, and riders can stop and look around for free. There are some nifty restored dirt bikes there, and the museum is owned by a club member! Finally, if you enter on a pre-1980 motorcycle you can ride for free. The Mohawk begins and ends in Adams, Massachusetts, and for more information you can contact Peter Haviland at (802)694-1233.

ARROWHEAD HARE SCRAMBLES

Remember last year's Festival Mountain Hare Scrambles, put on by the Hudson Valley Off Road Riders? It was up in New York, on a brand-new piece of ground, and it was the greatest fun you could ever have at a hare scrambles. Well, they're at it again, this time at the Arrowhead Ranch in Parkville, New York. The Ranch offers all sorts of amenities, including swimming and horseback riding, so you can bring the whole family and still have fun. The race is happening on July 24th, and the bikes start at noon. For more information, see the ad on page 29.

GET YOURSELF LEGAL

Because of a serious injury to an underage participant in one of the ECEA enduros this season, the New Jersey State Police

attended one of the ECEA meetings to "remind" ECEA members of requirements for operating a motor vehicle in the state of New Jersey (and yes, Virginia, your dirt bike is a motor vehicle). The troopers have promised to help out as much as they can, possibly as much as assisting at tech inspection and sign-up at the New Jersey enduros. Just so you know, the official word is that you must have, in your possession at all times, a motorcycle driver's license, a valid registration for the motorcycle you're riding (and a license plate, of course), and proof of liability insurance. You also must be 18 or older—and that's at all New Jersey events. All this was spelled out in a letter to the ECEA, in which it also stated that your motorcycle must comply with New Jersey motor vehicle statutes Title 39...quite frankly, whatever that means. We are researching this right now, and hope to have an article prepared on how to make sure your machine is legal according to Title 39 by next month. The August issue, of course, will be right on time for the annual Beehive enduro, which regularly draws 600 or more riders. How this new situation will affect turnout for the event is unsure, but keep watch in the next couple of issues and we'll try to clear everything up. □

thor explore line

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3 layer construction Cordura/Brushed Nylon/Soft Cotton.
Polyurethane Coated Outer Shell for Water resistance.
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Colors: Black/Purple, Black/Silver

Sizes: M-XXL

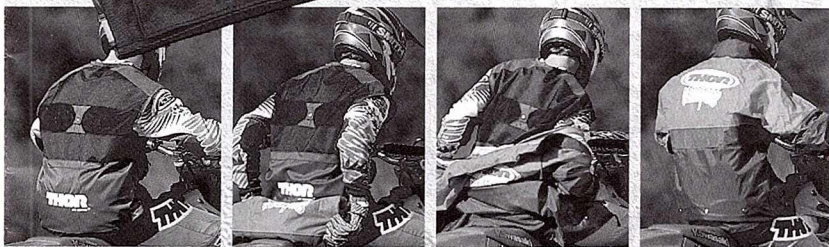
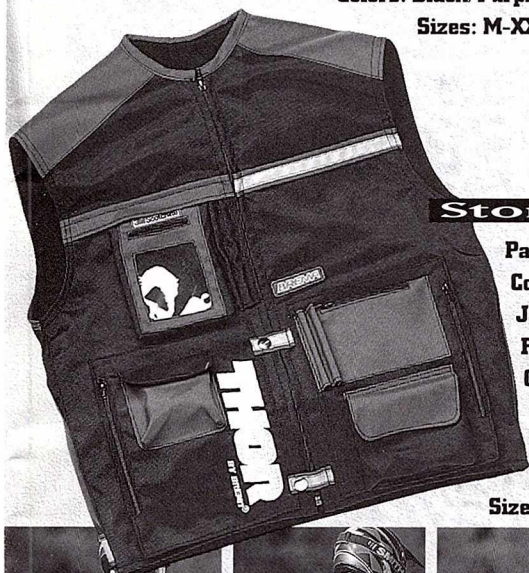


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THE REST of the WORLD

BACKED UP GNCC

Now that the season is upon us, we've become once again hopelessly backed up on all the deserving off road events happening around here...and there's a ton of them. F'rinstance, we went down to the Whisky Ridge GNCC in Sharpsburg, Maryland, and won't have it written up until next issue. However, at that event we saw some marvelous things, like Scott Summers winning his first race back from a broken arm (only to re-break it the next weekend), and watching Tommy Norton really flogging his Team Mirage 125 in a series he's really serious about. He finished fourth overall in some of the slimiest conditions we've ever seen, after definitely the wildest racing you could ever hope to watch. Two weeks later, Norton rode the Boyers GNCC and finished second overall. Points? Yes, Norton is still way up in the points standings, holding at second place, but Fred Andrews (current leader) is moving back (with a third at Boyers), and Scott Plessinger is moving up (with a win at Boyers). Wild, excellent racing. If you get a chance to see one of the GNCC events, head on out there, it'll be worth it.

ACERBIS RALLY IS JAMMIN'

There is no second-year event we've seen lately that is taking off as quickly and as hard as the Acerbis Nevada Rally. The event happens August 12 through the 21st, starting at the Showboat Casino in Las Vegas. Team Kawasaki has jumped on board this year, signing up Larry Roeseler, Paul Krause and Danny Hamel, while Team Honda has jumped aboard in a big way,

sponsoring Chuck Miller and Charles Halcomb. Naturally, there will be a huge field of European riders signed up as well, since many of the top world rally riders sat back last year to "wait and see." They liked what they saw! The rally will even see the entry of the two top Russian rally riders, Alex Nifontov and Sergi Povarov. It looks like the Nevada Rally will be a Certified Big Deal this year, and you'll read about it here in Trail Rider.

AMERICAN EARTHEN TRAILS

The American Earthen Trails Project for 1994 has been launched. The mastermind behind it is none other than Sidney Dickson, Incas Rally veteran, ultra-marathon auto and trail bike jockey.



Recycling old roads: Sidney Dickson

Sidney has driven across the United States four times now, this will be his fifth, and this time promises to spend more time on dirt and much less time on pavement. His pursuit, leaving from the west coast to the east, will include pieces of the Nevada Rally, the Colorado 500, and Sam Corro's Monkey Butt trail from Colorado to Alabama. The one hole in the trip is from the western

Georgia border to the Atlantic Ocean. Dickson doesn't have that planned out yet, and would like some help from Georgians who could lead him across the state..on the Earthen Trails, of course. Encouragement for his project is being supplied by Michelin, Moose Racing, Acerbis Plastica, Westpro Embroidery, Diamond Motor Sports and S.H. Dickson Tree Moving. You can contact Sidney at (410)822-8044, night or day.

ISDE SUPPORT

The International Six Day Enduro is coming up fast, and it will soon be here and gone! Preparations are going at a feverish pace, and all should be ready for the event

start on September 20. Acerbis has called to let us know that they will be on hand with a fully-stocked support truck there, ready to serve all the plastic needs of the entrants. Also, they will be offering full support service to riders using the new 035 enduro silencer at the event.

KTM Sportmotorcycle is also offering a rental program for the Six Days. You can rent a bike to compete on, a parts package and/or support package. KTM dealers know all about it, so get in touch with them right away if you've qualified.

FREE SIDEWINDERS

Sidewinder Sprockets is sponsoring a photo contest. Ten winners will receive complete chain and sprocket sets from Sidewinder. They say that entering is "simple, easy and fun," but you're going to have to call them and find out what the rules are. Good thing, though, is that if you win your photo may grace all their magazine ads. Get more info from Sidewinder, 3705 Stern Avenue, St. Charles IL 60174; (708)513-1000.

RIDE TO WIN

1994 Ride to Win fund T-shirts are now available. RTW is a non-profit organization that provides funds to the World and Junior teams at the ISDE, to help defray expenses and keep the riders focused on winning. The shirts are cool, designed by Xtreme, and well worth the \$16.99 plus \$2.50 shipping and handling. To order them, call Cycle Gear at 1-800-292-5343. □



WHERE TO RIDE

July 1994

7/3 Central Vermont Hare Scrambles
Chelsea, VT
7/9 Firecracker Junior Enduro
Union, CT
7/9 Nervous Novice Junior Ride
Union, CT
7/9-10 AMA ISDE Qualifier
Speedville, NY (607)539-6149
7/10 Conn. State Hare Scrambles
Union, CT
7/10 Speedville Enduro
Speedville, NY

7/10 Outback Pat's Turkey Run
Southampton, MA
7/17 AMA National Hare Scrambles
Kahoka, MO (816)727-2136
7/17 Foggy Mountain Enduro
Blain, PA
7/17 Greylock Hare Scrambles
Windsor, MA
7/23-24 AMA National Dual Sport
Hurricane Mills, TN (304)594-1157
7/24 AMA National Enduro
Rose City, MI (313)474-7214
7/24 NY State H.S. Series
Parkville, NY (717)559-7510
7/24 Tri State Enduro

Oxford, MA
7/24 Arrowhead Hare Scrambles
Parkville, NY (717)559-7510
7/30 Knox Junior Enduro
Southampton, MA
7/30 Budds Creek H.S. (USGP)
Budds Creek, MD (301)475-2000
7/30-8/5 AMA National Dual Sport
Mackinaw City, MI (517)782-4567
7/31 AMA National Hare Scrambles
South Edmeston, NY (607)847-6815
7/31 ECEA Hare Scrambles
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7/31 Berkshire Mudslinger Enduro
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*Manufacturer's test and performance specifications available upon request in writing to Maxima.

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WARNING

These quotes are **not** from sponsored, factory riders that are **paid big money**, but honest testimonials you can trust from the best magazines and King Richard.

DIRT RIDER

MAGAZINE . . . “ISDE Story” says “A SideWinder **ISDE ENDUROMAX** O-Ring Chain was used in conjunction with a SideWinder grooved sprocket. The new **ENDUROMAX** Chain is brutally tough, stretches little and handles abuse with a grin.” “I’ve been using SideWinder products for years and trust their reliability.”

DIRT BIKE

says . . . “The stock chain is junk. We wore ours out quicker than the rear tire.” “The new SideWinder (**ENDUROMAX**) chain was put through a 600 mile torture test and was only adjusted once! . . . Dirt Bike Rating: Excellent.”

Dick Burleson - 8 Time **ISDE** Gold Medalist. King Richard says . . . “The SideWinder matched sprocket and chain system with the **ISDE ENDUROMAX CHAIN** is the ultimate setup!! Any questions?”

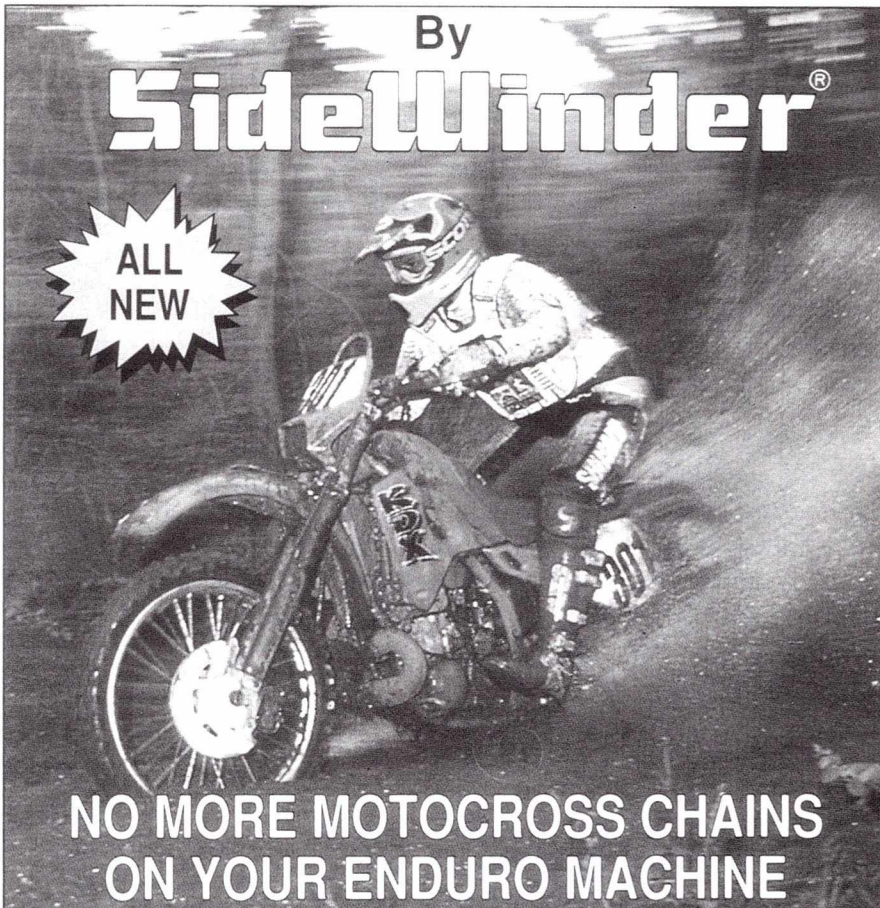
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DIRT RIDER MAGAZINE says . . . "A SideWinder **ISDE ENDUROMAX** chain was used in conjunction with a SideWinder grooved sprocket. The new **ENDUROMAX** chain is brutally tough, stretches little and handles abuse with a grin."

DIRT BIKE says . . . "The stock sprockets are made of an aluminum just a tad stronger than butter. Ours wore out very quickly." "Honda has the worst rear sprocket (Sunstar)." "We've found through experience that SideWinder sprockets are more than well made and superlight. They last up to three times longer than stock. SideWinders, that's what we choose."

MOTOCROSS MAGAZINE says . . . "SideWinder sprockets are made for Motocross. SideWinders could mean the difference between winning or losing."

DIRT WHEELS MAGAZINE says . . . "testing has proven the SideWinder setup of sprockets and **QUADRAMAX** chain to be virtually indestructible. Salt, sand and rocks do not affect the SideWinders. Good Stuff!"

TRAIL RIDER MAGAZINE says . . . "For the most power and life, SideWinder's custom-made "MAX-SERIES Chains with perfectly matched and balanced sprockets are in a class by themselves. **Nothing else compares!!**"

MOTORCYCLE WEEKLY (U.K.) . . . Triple-World Champion - Hakan Carlquist says "SideWinder is the only fully matched system that really works."

DIRT BIKE says . . . "All the 125's come with junk chains." "The SideWinder Package Deal (matching sprockets and chain) is definitely worth the money."

MOTO SPORTS says . . . "Only SideWinder offers the full system of matching front sprocket, rear sprocket and your choice of five custom-made "MAX" Series Chains. For Motocross, our choice is the SideWinder **POWERMAX**. The power delivery and durability is legendary and the price is right."

DIRT WHEELS MAGAZINE says . . . "The **QUADRAMAX** SideWinder chain came through the 24 hour Endurance Race with flying colors. It stayed adjusted, did not stretch and was trouble-free. It's not cheap, but it is the best."

DIRT BIKE says . . . "The stock chain is a normal DID item which stretches quickly. Keep an eye on it." **We run SideWinders** on most of our test bikes once the stockers wear out."

DIRT BIKE says . . . "The stock chain is junk. We wore ours out quicker than the rear tire." "The new SideWinder (**POWERMAX**) chain was put through a 600 mile torture test and was only adjusted once! DIRT Bike Rating: Excellent."

MotoNews (U.K.) says . . . "SideWinder's system concept of completely matching the design of the sprockets to the chain is brilliant. By offering specific chains for Motocross, Enduro, ATV and Mini-Bikes, SideWinder demonstrates why they are the world leaders in drive system technology."

MOTOCROSS MAGAZINE says . . . "Forget porting and pipes. Sprockets are the most effective hop-up trick you can buy."

DIRT WHEELS MAGAZINE says . . . "We replaced the standard chain and sprockets simply because they were dead. Krause Racing provided a drive system: Gold Chain (**QUADRAMAX**) and grooved sprockets. The chain is **unbelievably strong** and required only one adjustment during our testing."

DIRT RIDER MAGAZINE says . . . "The SideWinder sprocket is grooved and works very well in muddy conditions, and their chain (**ISDE ENDUROMAX**) is brutally strong. I've been using SideWinder products for years and trust their reliability."

TRAIL RIDER MAGAZINE says . . . "The new "MINI MAX" Racing Chain from SideWinder is the answer to the Mini-Bike Rider's prayer. It's the equivalent of SideWinder's world class big-bore chains shrunk to mini sizes. It shames all the other 420 and 428 chains."

DIRT BIKE says . . . "The RM's have what must be one of the wimpiest stock rear sprockets in the business. We wore out three of them and the fourth is already hooking badly. Consider a SideWinder as a longer living replacement. The cost is about the same and the **lifespan is threefold**."

RACER says . . . "We have run SideWinder Drive Systems since day one. They deliver the power and outlast all the others. Awesome!!"

MX Racing says . . . "By dynamically balancing the sprockets and chain components, SideWinder has built the ultimate drive system for maximum power delivery and life. The all new "**POWER MAX**" and "**MINI MAX**" are the Motocrossers **Dream Chains**. A full SideWinder set is the only way to go."

DIRT RIDER MAGAZINE says . . . "I shelved the stock O-Ring chain in favor of a higher quality SideWinder (**ISDE ENDUROMAX**). I never had to adjust or fiddle with the incredibly strong chain."

ISDE Competitor Dana Van Stee says . . . "We used a SideWinder **ISDE ENDUROMAX** Chain at the Swedish ISDE. The course was very bad. The chain took a real beating. Even though I used **six rear tires** during the race, **no chain adjustment** was required. The chain adjustment was precisely the same as it was when the race was started."

Dick Burleson (King Richard) - 8 Time ISDE Gold Medalist speaks . . .

"The SideWinder matched sprocket and chain system with the **ISDE ENDUROMAX CHAIN** is the ultimate setup!! Any questions?"

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BREAKING OUT OF THE ICEBERG

Remember cabin fever?

by Vince Vredenburg

It's Thursday, the third of March, 1994. We are headed for Gainesville and Daytona, Florida, for the opening round of the pro outdoor motocross (the 18th annual 125/250 Pro Nationals), better known as Gatorback and Daytona Speed Week. We are in the middle of a blizzard. I have been telling everyone that I wanted to leave this frigid northeast in a blizzard. I should have kept my mouth shut!

It took me almost two hours to drive to Ed Downing's Cycle Shop in Cobleskill, N.Y., a normal one hour trip. After we loaded Mike Fay's and Ed's gear into my van, we proceeded to get into the real crap. By then it was snowing and blowing furiously. Going down I-88 toward Binghamton was a nightmare that I will not soon forget. We are doing thirty, and that is too fast. Ed has his forehead against the windshield and is looking ten feet in front of the van, saying to me "a little to the left, okay okay, right a little, okay okay, you're in the track." We were trying to follow the only clue that there was a road in the area, a partial track left by a truck that was somewhere ahead of us. Almost three hours of pure hell later we arrived at Binghamton (a one and a half hour drive under good conditions). This was the worst eternity that I have ever spent behind the wheel.

I got a few strange second takes in the mini mart in Binghamton. Maybe it was because of the big straw hat that I was wearing in the middle of a blizzard.

I could not get up the hill to Jim Metesiwits's house, so he had to bring the motorhome down. We switched the gear from my van to Jim's trailer at the firehouse where Jim is a volunteer firefighter. We left the van there and were on our way.

Every thing is rosy now! The snow has let up to a manageable amount. We can see at least a tenth of a mile. Jim is behind the wheel of his motor home, my

XR250 and mountain bike are in the trailer tagging along behind us and I am taking a well-deserved rest. Ken Bailey is riding shotgun, keeping Jim company while Mike and Ed play poker and enjoy an adult beverage. All is fine.

We stopped for gas at four-thirty Friday morning, and I took over the helm of "The Sunship Gatorback." We are on the North/South Carolina border and I have

drive to the Gatorback race track where we would spend tonight and Saturday night. It was such a pleasure to see leaves on trees and flowers all over the place that we didn't pay really good attention to where we were going and ended up taking the scenic route (a couple of nice back roads.) Jim is cool. When we finely stumbled onto the race facility Jim acted like he knew right where we were

all along. We got settled in, and then took to some serious sun worshipping. Oh God of warmth, where have you been for the last six months!

It's Saturday, the fifth of March, one thirty in the afternoon, and I am setting in the hot sun wearing shorts and a straw hat, watching the little kids race their fifties. These kids are a ball to watch. One of the kid's dads just walked by and said "A tough day at the office, huh?" I couldn't have said it better myself. Life is tough. I think my legs are beginning to burn. Maybe I should sit in the shade, or put on some long summer pants and go watch some more racing, or beautiful girls in tanning lotion (and not much more). Decisions, decisions. Yeah life is tough!

There was racing of one kind or another from eight in the morning up until almost dark. I cruised the vendor tents of the likes of Wiseco, Dynoport and Dirt Shirts, inbetween watching various races for the remainder of the day.

Sunday started out cool and practice began at eight. Once the real racing got under way, it was easy to see that this track is awesome. I think the air time is about fifteen percent of track. These guys fly fast and high. You have to be there; pictures and videos just don't do it justice, and words don't even come close. One uphill jump was eighty-two feet from lip to landing. I won't bore you with the results, since they have been published, and are old news by now. Al and Faith Desrosiers and Al's brother Richie and his significant other joined me for the day. The finishing touch on a perfect day.

Sunday night we stayed at a camp area, with showers, water, and most important,



Heading south, out of the worst winter weather in ten or twenty years.

decided that, through the cries of hunger and the pleas to stop for a comfort break (I am being polite here), I will not stop until we reach Georgia. We made it with the fuel gage on the left of empty along with everyone's stomach. After gas and vittles we are on the road again, and in nice weather for a change. There was even some talk of turning on the air conditioning.

We pulled into Gainesville about one thirty, twenty-four hours after leaving Binghamton. It's a beautiful day, warm and sunny. We are at a gas station and convenience store, where it takes us about a half hour to fill up the tank and the propane, have a soda, and soak up the rays that we haven't felt for six months. A big bonus came in the form of lovely southern belles in short-shorts. This I could stand.

We dropped Ed, Mike and Ken at the airport to pick up rental cars that they would use for the rest of the week. That left Jim and me on our own to take a leisurely

a dump sight. We shoved off Monday morning and headed for a state-owned park designated for off-road motorcycle riding. The trails are flat and sandy with some whoops (I never saw a whoop that I didn't hate) in tight (thank God for Bark Busters) woods. It was fun. After being frozen-in all winter, it was great to ride in the warm sun. After going through a tank of gas in my XR250, it was time to head for Daytona.

It's Tuesday now, and I am sitting in the Sunship just out side of the fourth turn of the Daytona International



Spectate racing, and bake in the sun. Ah, Daytona!

Speedway. The sound from the track is the high pitch of road race bikes. They started practice just after daybreak and will continue until noon, when the racing starts. There will be racing every day here at the track and every night at other area tracks (mostly flattrack).

We headed for a flattrack race at a county speedway about fifty miles from here. The racing was good but endless. These folks take their flattrack racing seriously. They bring the kids and a big cooler full of food and brew. We had had enough after about five hours and headed for the Sunship. They still had two or three hours to go. It ends well after midnight.

Wednesday morning at about seven thirty I headed out to Municipal Stadium to do the "Third Annual Alligator Dual

Sport Ride." The ride itself was less than exciting, but just being able to be there riding in the warm sun was a pleasure. There was some interesting scenery along the way, like net-covered fern farms, thick jungle complete with Spanish moss, and weird looking swamp (what a contrast with being encapsulated in ice for six months).

There were some other high points to the ride. An antique ferry crossing was included in the ride. That was neat, and I ran into Craig Hoernke waiting at the landing. (Craig was the guide, an excellent one at that, on my first Mexico trail ride back in ninety-one. He has since set himself up in the motorcycle tour business. I would go with him in a minute). I ended up putting about two hundred and

twenty miles on the old XR. That includes the fifteen miles that I went past the sign-up and the fifteen miles back. Hey, nobody's perfect.

The Dual Sport ended where the Alligator Enduro was to start Thursday morning. I stayed there and waited for Jim and the gang to come out with the Sunship. We set up camp there. We were in good company. The factory teams and aftermarket teams were set up all around us. I may as well tell you how some of them finished while I am at it. Local rider Joey Hopkins won it, following him were Steve Hatch, Randy Hawkins, Larry Roeseler, Kevin Hines, Ty Davis, Allen Gravitt,

Kevin Bennett, Mark Hyde, and Kelby Pepper.

Jeff Fredette was riding a new KLX250 four stroke. I noticed that it took him eight or ten kicks to start it at the gas stop. He DNF with a smashed foot. They put those tree stumps in the darndest places. When I talked with him after the race, he told me that the KLX is a really nice bike. A touch down on power from a two-stroke but very tractable, light weight, and a pleasure to ride. Jeff told me that the bike starts hard if you try to restart within two or three minutes of shutting it off; otherwise, there is no problem. Hey, four-strokes huh?

Rich Daily, owner/operator of Dynoport pipes, was set up next to us. Rich is a tough guy. He smashed his foot (maybe

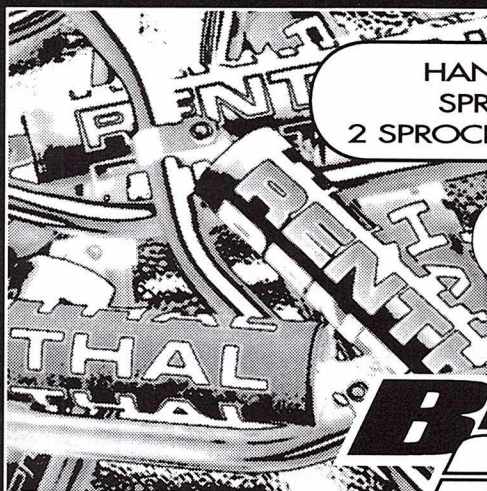


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on the same stump that got Jeff) but still won the Senior A class. I gave him some ice for his foot. It's always a good idea to keep raw meat on ice.

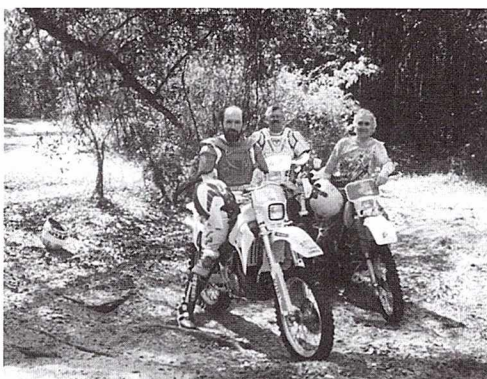
The good sportsmanship award of the day goes to my good friend Al Desrosiers. He is in the same class as Rich Daily (Senior A), and they had him posted in sixth place. He discovered that Rich's score was not posted and helped Rich check it out. They found that the scorers had thrown Rich's card in the trash. As it turned out, Rich had won and Al ended up in seventh. Al is always first in sportsmanship.

All the bike companies have huge tents with their product lines set up in them, and their full line of road bikes are there for demo rides. This place is huge. You need at least a bicycle to get around. The sound of every conceivable motorcycle is in the air all day and all night for about nine days in this whole area. Ken Ciocci, Spectro's new "old" New England rep, was there handing out Golden Spectro oil like they had just struck a new well.

I got to push the little yellow button on the handlebar of a new DR350. A funny thing happens when you do that: the motor starts! I like it, I like it...I want one!

We finished off Thursday at Hooters. The food was good, the atmosphere loud and hectic, and the waitresses, well, now I know why they call the place Hooters. A fine finish to an excellent day.

Friday was a laid back day for me. It was cool and sunny. There wasn't much to do except to watch road racing, and I have



Our reward, for shoveling all that snow.

about OD'ed on racing. I spent the day looking at all the new bikes and after-market stuff in the vendor tents, and cruising the parking lot on my XR looking at the bikes that people rode in on. I was admiring a 1960 BSA 250 Star in mint condition when a guy rode by on a motorized skate board. It's all here.

Friday night we moved into the paddock area of the infield just behind the pit wall. Roy Janson, Duke Finch and their wives Robin and Sonia run the AMA pro off-road racing. Jim and Ed work for them at selected races. We had to be in place to run the Daytona Supercross on Saturday. After setting up the Sunship we decided to walk out to get something to eat. On our way back in a security police man picked us up in his police car and gave us a grand tour of the track. He drove us

once around the entire track and then to a couple of places on top of the third and fourth turns and showed us where cars have gone over the top and smashed through the concrete wall. He told us that the facility has just under five thousand acres. That was a nice added bonus, not everyone gets the chance to do a lap at Daytona.

Saturday was just another day in paradise. The best supercross riders in the country put on a world class show in front of a huge crowd. The weather was perfect: seventies and sunny. What more could you ask for? A whole lot of beautiful young ladies, you say? Say no more.

For the road race on Sunday, we got VIP treatment. Both AMA and Parts Unlimited gave us raised, awning-covered seats in the paddock right behind the Smoky Joe and Lucky Strike team pits. When the racers went out of sight around the second turn we just turned around and watched the rest of the lap on TV monitors. These are probably the best seats in the facility (especially with the free buffet and available adult beverages provided by Parts Unlimited).

The racing was excellent, with Ducati and Kawasaki duking it out for first place. Kawasaki won it in the pits with an eight second better pit stop.

End of story. We headed for the great frozen iceberg called New York State. I caught myself wondering if the snow mobile trails would be frozen hard enough to ride my KX200 on. □



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Larry Roeseler

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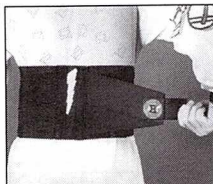
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Some of today's watered-down "super lubricants" must be mixed at a performance robbing, sparkplug fouling 20:1 to 32:1 to have enough film strength to prevent early engine failure.

Having to use rich oil ratios will significantly compromise performance, as dynamometer tests consistently prove that lean (42:1 to 64:1) ratios provide more mid-range



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Jeff Fredette
1993 I.S.D.E. final moto
winner and 14 time
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Ocala Opener

All-star lineup studs this "spring break" hare scrambles

by Cindy Lemere

Ocala, FL 3/9

Guy Cooper, Ty Davis, Fred Andrews, Larry Roeseler, Scott Summers, Randy Hawkins, Steve Hatch, JoJo Keller, Danny Hamel, Tom Norton, and the list reads on of some of the top off road riders in the country coming together for the opening



Summers suffered an early-race crash with Fred Andrews, kicked back and got his wind, then proceeded to reel them all back in—all except Cooper.

round of the Grand National Cross Country Series.

The seven mile course, laid out by Jeff Russell and Tim Coombs, had a little of everything to play on. The start of the course used a hard-packed motocross track which then funneled into the woods (referred to hereafter as the "jungle"). The jungle offered the usual tight, technical woods riding on hard-baked limestone with the use of some old pre-existing roads and a lot of fresh cut sections. Last year the course was so wide open you could drive a truck around it. With the addition of the new tight sections, it brought down the breakneck speeds of last year and made the course a lot more competitive.

Most of the riders agreed this was a big improvement, with the exception of a few

such as reigning king Fred Andrews. Andrews: "You would get out to a lead and catch some slower guys in the tight section, people would catch right back up to you again. Last year you could pass easier." The jungle also offered such interesting delights as big, thick vines (which Guy Cooper battled with and lost), some steep, off-camber hills which offered two ways up (the he-man or the girlie-man lines), and some real unexpected BIG drop-offs that could cause some serious damage to the unsuspecting rider, as well as a few low hanging limbs to ring your bell on. The worst obstacle had to be the man-made one—the run-off from a concrete factory which formed a slimy, perilous skating rink. The rink was surrounded by a wall of discarded concrete cinder blocks which an infamous New Englander who shall remain nameless was seen climbing to avoid the bottleneck that had formed exiting the rink. (New Englanders love their rocks.) Parts of the woods section also traversed along the edge of a quarry so it was stay alert or take up free falling with your bike. The end of the course then saw another section of motocross track which led out to the barrels.

As the AA class left the line, it was Hatch and Blackwell with Cooper, Davis and Andrews close behind. As the group dug down into the motocross track, Cooper, true to form, became the leader with Andrews (Dunlop, Endura, 100%, VP Racing Fuels, Shoei, Unfilter, Moose Racing, Answer, Acerbis, Hammerhead Graphics, Smith, Tsubaki, Pro circuit, Yamaha, CTI, Braking) nipping at his heels. Cooper's lead didn't last long as a vine became entangled between his fender and tire and dropped him back to sixth. Said Cooper, "When I was riding in sixth I was going 'oh well', just stay in there, follow these guys and try to find some good lines. I was thinking it would still be a long way up to the front."

Call it destiny, but about a half mile into the woods, conflicting rivals Fred Andrews and Scott Summers came head to head for a clash with Summers winding up on the short end of the stick. "Fred Andrews cut off a corner, rammed me right in the side, knocked me down and landed on top of me. My bike got really flooded. I fell all the way back to (about)

last place in the class and was 2:54 minutes down at the end of the first lap. The whole next lap all I did was suck water and try to relax," said Summers (American Honda Motor Co., Inc., Hondaline Oils & Chemicals, Oakley, Power Bar, Wiseco, Alpinestar, Specialized, Throttle Jockey, Metzeler, White Bros., Tsubaki, Camelbak, Arai, Answer Products).

Meanwhile, Andrews continued to dominate the AA class and near the end of the sixth lap it looked as if he would be the reigning king again in Ocala. Summers hooked up with Davis and the two managed to reel in Guy Cooper. Cooper, Davis and Summers set up a freight train that would last till the rear-end of the race. Six

Ocala GNCC Class Results

AA

- | | |
|------------------|-----|
| 1. Guy Cooper | Suz |
| 2. Scott Summers | Hon |
| 3. Fred Andrews | Yam |
| 4. Steve Hatch | Suz |
| 5. Tom Norton | Kaw |

250 A

- | | |
|-------------------|-----|
| 1. Todd Morain | Yam |
| 2. Brian Keegan | Yam |
| 3. Gene Onail | Kaw |
| 4. Bobby Moriarty | Kaw |
| 5. Dave Gunn | Yam |

Four Stroke A

- | | |
|--------------------|-----|
| 1. Rodney Judson | Hon |
| 2. Eddy Taylor | Kaw |
| 3. Daryl Gaitan | Hon |
| 4. David Black | Hon |
| 5. Barry Hawk, Jr. | Yam |

Senior A

- | | |
|------------------|-----|
| 1. Terry Mealer | Yam |
| 2. Paul Michels | ATK |
| 3. David Johnson | Yam |
| 4. Richard Daily | KTM |
| 5. Mike Reynolds | ATK |

200 A

- | | |
|------------------------|-----|
| 1. Craig Jones | Kaw |
| 2. Jeff Fredette | Kaw |
| 3. Curtis Bardonner | Yam |
| 4. Allen Scott | KTM |
| 5. Phillip Lemere, Jr. | Hon |

Open A

- | | |
|-----------------|-----|
| 1. Shawn Brell | Yam |
| 2. Kevin Lorden | KTM |
| 3. Carl Ennis | Yam |
| 4. Andy Kendle | KTM |
| 5. Ken Arnold | Hon |

Veteran A

- | | |
|-------------------|-----|
| 1. Tim Shephard | Yam |
| 2. Philip Carlin | Yam |
| 3. Michael Harker | Hon |
| 4. Jeff Murgel | Yam |
| 5. Kreg Bigelow | Yam |

200 B

- | | |
|-------------------|-----|
| 1. Jared Smith | Kaw |
| 2. Shawn Belville | Yam |
| 3. Paul Chaney | Kaw |
| 4. Joseph Hamor | Yam |
| 5. Craig Borders | Kaw |

Open B

- | | |
|----------------------|-----|
| 1. Elmar Kruza | KTM |
| 2. Trent Bartolotti | Yam |
| 3. David Gaitan, Jr. | Hon |
| 4. David Vonhagel | Hus |
| 5. Adam Karliski | Hon |

Super Senior B

- | | |
|-------------------|-----|
| 1. Harry Greenlee | Yam |
| 2. Gary Bailey | Kaw |
| 3. Ronald Hawk | Suz |
| 4. Gerald Cox | Hon |
| 5. David Henry | Hon |

250 B

- | | |
|-------------------|-----|
| 1. Jason Chambers | Hon |
| 2. Jeff Wingard | Kaw |
| 3. Todd Davis | Kaw |
| 4. Scott Marlow | Yam |
| 5. Ken Faught | Yam |

Four Stroke B

- | | |
|---------------------|-----|
| 1. Barry Barnes | Hon |
| 2. Timothy Harmon | Hon |
| 3. Joseph Lukaesko | Hon |
| 4. Mark Martin | Hon |
| 5. Billy G. Chapman | Hon |

Veteran B

- | | |
|-------------------|-----|
| 1. Mark Salapow | Yam |
| 2. Steve Cooke | Yam |
| 3. Clark Munger | Hus |
| 4. Jim Marchant | Kaw |
| 5. Vince Sucevich | Hon |

Senior B

- | | |
|--------------------|-----|
| 1. Mickey Dorman | KTM |
| 2. John Strange | Suz |
| 3. Richard May | Yam |
| 4. Larry Bollinger | Yam |
| 5. Butch Rose | KTM |

Vintage

- | | |
|-------------------|-----|
| 1. Eddie Lambert | Suz |
| 2. Gary Di Pietro | KTM |
| 3. James Cameron | BSA |
| 4. Daniel Behr | Hus |
| 5. Ray Hofmeister | Hus |

200 C

- | | |
|--------------------|-----|
| 1. Greg Fieldhouse | Yam |
| 2. Kenneth Jones | Hon |
| 3. Richard Wilson | Kaw |
| 4. Scott Weidon | Hon |
| 5. Ronnie Renner | Yam |

250/Open C

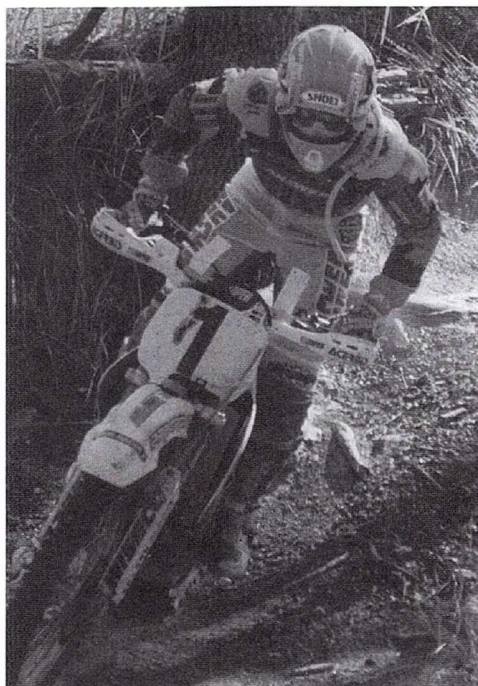
- | | |
|-----------------------|-----|
| 1. Terry Long | Yam |
| 2. Kevin Wright | Suz |
| 3. William Baise, Jr. | Hon |

laps down and disaster struck for Andrews. "I picked up something and my front brake stopped working. I over-shot a corner and the banners caught in my front wheel around the disc and melted. I rode a whole lap without brakes and Cooper, Summers and Davis passed me. One lap left to go, the plastic melted and the brakes started working. I ended up third."

The last lap saw Cooper, Davis and Summers still running together. Just a few miles from the finish, Davis had irreparable sprocket trouble which ended his day. The final end saw Cooper and Summers battling back and forth. As Summers tried diligently to pass Cooper for one last time, Summers fell over in some trees. Cooper just motored away for about a 15 second win.

Said the Suzuki, Race Tech, Moose Racing, Dunlop, Bell, Ray, ProTaper, Answer Sprockets, Regina chain, Unifilter, 100%, Arai, Scott, UFO Plastic, Gear, Sidi-backed Cooper of his win, "A win is always nice but whenever you ride a hard 100 percent, it's a good feeling. Today was 100 percent. I rode hard, I felt good with it. It happens to be 1994, I'm 32 years old, so I love the win today. It feels awfully good."

Steve Hatch, competing in his fourth hare scramble ever, managed to hang on for the fourth spot. We'll be seeing more of Hatch in the GNCC series as Suzuki has listed the series as his second priority. What's Hatch's feeling about this? "I'm looking forward to these. Full



Defending champion Fred Andrews put up a fight with Summers and Cooper, but wound up third overall for the day.

out racing as soon as they say go—it's all out till the end. Fastest guy wins—no check points!"

Fifth place went to none other than our favorite turtle, Tom Norton. Despite

Norton's back-of-the-pack start (about 18th out of 23 riders). Norton came around in fourth at the end of the first lap. Andrews, Davis and Hatch were in the lead when Davis and Hatch blew out a corner placing Norton second at the end of the second lap. Norton: "Cooper and Davis passed me on the motocross. (They) went flying by me doing jumps I wasn't doing." Norton slid back to fourth where he stayed for several laps slicing and dicing with Hatch. A vine caught on Norton's foot peg taking him down for a while—long enough for Hatch and Summers to pass by. When Davis retired from the race early, Norton ended up in the fifth place position.

Tom wasn't the only snowbird escaping from the cold and snow however. Dave Gunn of Valley Motorsports took fifth in the 250 A while Fran Halligan managed a ninth in the same class. In the Senior A, Al Desrosiers was sixth and Rich Daily (Dyno Port) took home a fourth place trophy. Phi Lemere of Cycles 128 challenged the 125 A class and placed fifth. JoJo Keller held on for an 11th overall in the AA. Dean Onnors, Open C, finished 17th out of 60 for his first hare scramble.

Another misplaced familiar face and ex-snowbird, Jerry Bernardo (Motoworld 2 celebrity) came out for a fun day, rode the Veteran B and a sixth-place finish. Jerry leaves us all with his words of wisdom (as usual) "I would rather ride a hundred days slow than one day fast and get hurt." □



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FUN IN FREETOWN

PSTR makes the Monahan Memorial Enduro easy, and (nearly) everyone goes home happy

Assonet, MA 5/1

If there was anyone going home unhappy at the Pilgrim Sand Trail Riders' enduro, it had to be the "A" riders. Specifically, the guys who aren't happy unless they're bleeding and everyone else is holed out. This kind of diehard had little to crow about at the Monahan, since this was the PSTR's easiest ride in history, and nearly everyone finished within their hour. Trail bosses Kevin Joerres and Glen Bauer claimed they adopted the easy format to draw in and please the "C" riders, which they did with some success. At sign up, the club was working toward filling three big scoring sheets with "C" riders, while last year they could have fit their "C" entry on one sheet.

Probably a great treat for everyone was seeing that the starting line was located on the "other side of the street" at Clarkie's property near Freetown. The "other side of the street" means no running through the infamous "Swill Hole," which is a well-known landmark at Clarkie's, and a feature part of the Clarkie's Wild Ride hare scram-

bles...at least in the past. Earlier this winter, however, PSTR ran the hare scrambles on the side of the street now hosting the enduro, so there was no Swill Hole and a well-beaten trail to follow, at least at first.

The well-beaten trail may have been a real problem to the guys who were racing off the start and not watching the arrows. I stood with the trail boss in one section and watched quite a number of guys miss a plainly-marked turn because they had dropped onto the hare scrambles course and were focused on the berms instead of the arrows. This confused the issue, to some extent, since a few riders got lost for a short bit.

Peter Tanner gets the award for having the most stylish machine (lemon yellow on a CR), and took fourth in the A Bantam class.



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Jim Mitchell had a reasonably miserable day for the overall, but took the A Heavy win with a 13 point card.

Somewhere in there it must have been possible to blow a turn and pick the course back up, because two riders that are always in contention, NETRA Champion Kemp Stewart and Dave Gunn, both burnt the first check by two minutes, effectively ending their chances at a win that day.

The course used a variety of trail and cart roads in and around the Freetown area, and though the event was laid out to avoid any death traps and get all the riders home, it wasn't a walk in the park. "I heard of one guy from New Jersey who came all the way up to ride and then dropped out after 12 miles!" said Bert Guerrette, who



NETRA Champion Kemp Stewart started the day off lousy by burning the first check. He won the A Four Stroke class with a 13, pretty sad compared to James Kelly's overall 8.

finished second overall for the day (and wasn't talking about Clipper because he didn't ride). "It was a good race," continued Bert, "better than what we've ridden there in the past. But I was ready for it to be over when we were headed for the last check, of course I'm horribly out of shape, too."

Last year's NETRA points runner-up Rick Claxton started out enjoying himself at the

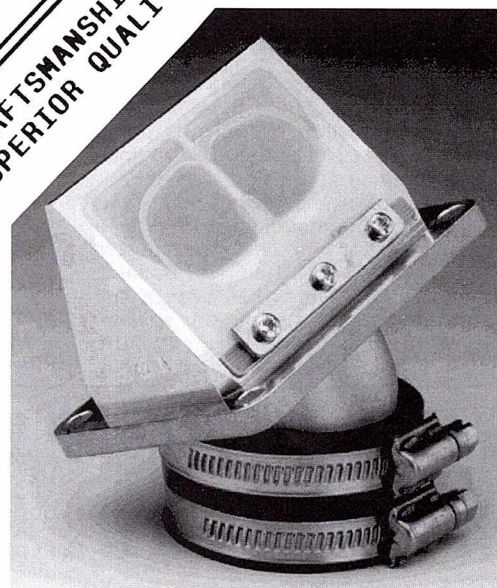
event, but was caught sleeping by the short sections. Claxton is in shape, since he's been riding all the ECEA events, but that didn't mean he was ready. "The thing about this run was that the sections were so short—the longest was 11 miles, but most were just four or five. I do best in long sections, because I take too long to get up to speed. They dropped the C riders out early, and then ran us (A and B riders) through one more four mile section that might have grabbed another point. It was an easy ride but decent; I dropped 12 which turned out to be four points off the pace." Claxton finished fourth overall.

Third place points went to Bob White, the Jersey-boy inventor of Tech Tubes, who had a great ride for the day, finishing with



Unidentified A Bantam winner drops it in the rocks. Worried about flats? Nah!

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Karen Whittier picked up a win in the Women's class, ending a long semi-retirement and hopefully starting a new attack on the series. Welcome back!

11 points (second overall Guerrette had a ten with a burn). Fifth overall was Kemp Stewart, riding the Husky thumper, in spite of the morning burn points he collected.

Carding the low score of eight points was overall champion James Kelly, who rides a '94 Husky 250 for Morel's Cycles, and is also sponsored by Bell Helmets, Braking, Torco and DeVol. James has been riding well and working on his speed this season, and everything came together for the Monahan. He won by a two-point margin,

NETRA John Monahan Memorial Enduro Class Results

James Kelly	Hus 8
Overall High Point	
Bert Guerrette	Hon 10
High Point A	
Earl Weller	Kaw 21
High Point B	
David Bishop	KTM 31
High Point C	

A Bantam

1. Bob White	Kaw 11
2. Kevin Howley	KTM 14
3. Steve Antoniou	KTM 15
4. Pete Tanner	Hon 17
5. Ed Bishop	Kaw 25

A Light

1. James Kelly	Hus 8
2. Bert Guerrette	Hon 10
3. Rick Claxton	Kaw 12
4. Kerry Clark	Hon 13
5. Dave Gunn	Kaw 14

A Heavy

1. Jim Mitchell	Hon 13
2. Guy Hill	Hus 16
3. Duncan Broatch	KTM 19
4. Paul Boivin	Hus 27
5. William Martin	KTM 31

A Veteran

1. Michael Kelly	Kaw 19
------------------	--------

2. George Barrett	Kaw 19
3. Scott Gustafson	Kaw 21
4. Tom Vella	Hon 21
5. David Kelley	Kaw 22

A Senior

1. Jerry Randall	Hus 17
2. Fred Burnham	Hus 19
3. Bill Johnson	Hon 23
4. Irving Witkop	KTM 26
5. Dave Ellingwood	KTM 27

A Four Stroke

1. Kemp Stewart	Hus 13
2. Jeff Walker	Hon 14
3. James Burns	Hon 15
4. R. Archambault	Hon 17
5. Rich Seymour	Hon 23

B Bantam

1. Emory Allaire	KTM 34
2. Mike DuHaime	Kaw 34
3. Stephan Brown	Kaw 39
4. Fran Gaulin	Kaw ck.6
5. Bob Stadlor	Kaw ck.1

B Light

1. Rod Ackley	KTM 25
2. Mark Mahan	KTM 26
3. Mark Bouvier	Hus 33
4. Robert Burgess	Cag
5. Kelly Hewes	Hus 41

B Heavy

1. James Copeland	Hus 27
2. Gary Ryan	KTM 30
3. Phillip Steel	KTM 38

4. Jim Royce	KTM 42
5. Stephen Krantz	KTM 53

B Veteran

1. Bob Edwards	KTM 33
2. Bill Riordan	KTM 34
3. Daniel Joseph	Kaw 34
4. B Andruskiewicz	Kaw 37
5. David Dutra	Suz 45

B Senior

1. Earl Weller	Kaw 21
2. Steve Black	KTM 31
3. Ken Davis	34
4. Robery Kamay	Kaw 37
5. Bob Landry	Hon 39

B Four Stroke

1. Matt Bingham	Hon 22
2. Kevin Jordan	Hon 33
3. Layne Dutlinger	Kaw 36
4. Brian Liebenthal	Hon 42
5. Robert Kinney	Suz 52

C Bantam

1. M. Beuaregard	KTM 39
2. Peter Anania	Kaw 51
3. S. Routhier	Kaw 52
4. Kevin Farrell	KTM 67
5. Chad Dabkowski	Kaw 78

C Light

1. Michail Guy	Hus 39
2. Tim Guiney	44
3. Brian Bassett	KTM 58
4. Lou Bombaci Jr.	KTM 61
5. John DeSimone	KTM 81

C Heavy

1. David Bishop	KTM 31
2. Robert Austin	ATK 36
3. M. Montgomery	Hus 43
4. Larry Smith	Kaw 43
5. Dan Hayes	Hus 46

C Veteran

1. Mark Reward	Hus 44
2. Thomas Hall	Hon 44
3. Paul Perry	Suz 48
4. David Cameron	KTM 50
5. Donald Zongol	Yam 58

C Senior

1. Don Prevost	Suz 37
2. Craig Baker	Hon 44
3. Joe Pariseault	KTM 47
4. Michael Suriani	KTM 50
5. Rick Mignaneli	KTM 51

C Four Stroke

1. Anthony Enos	Hus 35
2. Frank Lennox	Hon 37
3. Brian Patterson	Hon 43
4. Jerome Ryan	Hon 44
5. Stan Poplasky	Hon 46

Super Senior

1. Gordon Razee	Hon 29
2. Don Burnett	Hon 37
3. Gary Hartzell	KTM 41
4. Dave Mathisen	Hon 48
5. Jerry Shinnors	Hus 49

Women

Karen Whittier	Kaw 57
----------------	--------

which is a sure win in anybody's book.

The afternoon loop started with a rib-boned-out grass track on Clarkie's farm, and it was a sure favorite with the spectators and riders (at least the ones that didn't get stuck in the early mudholes!). This grass track section had a quick loop into the edge of the Swill Hole, just so you'd know what you were missing, but the rest of the loop was good, rocky woods trail and two-trackers. The first riders finished

up before one o'clock in the afternoon, just in time for burgers and dogs in the barn (special pluck your own chicken day...no takers, unfortunately).

It was short day, a good ride, nice weather and basically a fun enduro for most. If the PSTR keeps the format this way, they'll surely pull a load of riders next year. Hats off to them for a great event, and look for it on the schedule next spring. □

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SPECIAL DUNLOP PAIR DEAL

Greenbrier Enduro

Normal spring weather highlights the annual Tri-County contest

by Mark Uth,
photos by Clipper and Jungle Dave

Belleplaine, NJ 3/27

It finally became perfectly clear. The Tri-County Sportsmen didn't, several years back, move their annual Greenbrier Enduro from the dead of summer to insulate riders from the effects of August heat. Oh no. The truth is, the heat and trail conditions just weren't claiming enough riders. Too many finishers—not enough DNFs. No doubt the real motive was to make use of the truly ugly weather typical of South Jersey in March. Snow. Monsoons. High water and deep ruts. These are the conditions that make for a real bike and body punishing enduro. Fun, you ask? Sorry, not a part of the formula. When you visit Tri-Countyville for the annual enduro, you had better come to race and survive.

Once the above design is understood, it's easy to see that this year's enduro, tested as a dry run National Enduro (no pun intended), was a resounding success. Worse conditions than last year's swimfest. Under overcast skies, 40 degree temperatures and a steady rain throughout the day riders quit in droves, early on to boot. Club scorekeeper John Castaldi advised us that the great number of DNFs actually crashed his automated results software (hence our late posting of this story). A fitting result, no doubt. The final tally found only 92 bruised and battered riders that successfully completed the event, out of the 220 or so entrants. All told, there were more DNFs (102) than finishers. Only 10 C class riders finished, which figured to be better than an 80 percent C class attrition rate.

Early on in the day, however, there was some cause for hope. Although rain was predicted, it didn't actually start until nearly keytime. And temperatures were expected to rise to near 60 degrees. However, as the fields around the Belleplaine Fire House filled with hard core enthusiasts, so did the skies with steadily increasing precipitation, all the while temperatures hovered in the low 40s. Although it did finally warm up late in the afternoon it was far too late to help the few sodden riders that continued that far.

It's really unfortunate that the weather has played such a dominant role in the last few Greenbrier runs, because, if not for the weather, riders would no doubt be raving about the great trail they have down that way. The terrain includes neat woods of pine and deciduous variety located on private and public land in the

area. Soil conditions include an enigmatic clay base hardpack that turns to spooge when wet. The majority of the race was made up of lengthy single track tight sections in dense pine stick farms—the word ignorant just doesn't do this trail justice.



Jim Franks won the High Point A trophy at the Greenbrier. Looks like he's having a ton o' fun riding in the rain, huh?



Charlie Stapleford topped the Super Senior A class, in what must be his gazillionth enduro

Not surprisingly, the rain contributed to the considerable standing water already in the woods and resulted in trail conditions that quickly deteriorated into rutted slots, slippery bridges and nasty swill holes. It really is too bad we don't get to ride it all under better conditions.

The course was divided into two loops, the AM loop weighing in at a whopping 66.4 land miles. The first 20 miles was intended to be an easy warmup run, traversing mostly dirt and paved road along the way. However, the streaming rain, cool temperatures and a few formidable rutted puddles served to turn even this section into a fight against the clock. The leisurely timekeeping check within this section managed to take points from none-too-few riders. This "fun" section ended with a reset back at the fire house, during which many contemplated calling it an early day. Departure from the fire house led to the check-in to the day's first special test section, immediately after crossing a well-worn corduroy bridge. This introduced riders to a lengthy stretch of lonely single track trail. Not surprisingly, the ensuing check-out and reset left little respite, in what was to become the norm for the day. The morning loop was divided by a gas available located at about its midpoint, approximately 35 miles out. It was at this point that hoards of riders called it a day, passing on the remaining 70 odd miles.

The balance of the ride kind of runs together. The trek to the midday gas stop highlighted Tri-County's bridge construction skills with a corduroy/pallet combo edifice that stretched for better than four tenths of a mile. Word has it the State Police demanded a DOT construction permit for the work. Naturally, no Greenbrier event would be complete without the obligatory rider abuse in the Otis Fudpucker memorial stick farm. If you thought that Otis country had to be easier this year, forget it—they ran it backwards and it was every bit as tight as last year. The final indignity was the 28 mile long afternoon loop, run completely devoid of resets. This section included some hairball road sections on which brainwashed riders attempted to make up for time lost in the various special tests.

In a test of Herculean riding skills and endurance, factory Husky rider Fred Hoess showed what he's made of by posting a minuscule 17 point score and claiming the Grand Champion Trophy for the day. Fred accomplished this feat on a 125cc bike no less, and bested second overall finisher Mike McHale (29 points dropped) by 12 full points. Filling the third overall slot was RMX250 rider



Rick Claxton came down from New England, couldn't believe there weren't any rocks. He finished second A 250.

Jim Franks, whose 44 card was tops in the A class and good for the High Point A prize. Rounding out the top five overall were Marc Grossman (45 score) aboard his DMS sponsored KX250 and South Jersey transplant Johnny Smith (51 card) riding a YZ125.

In B class action, '93 Veterans class champ Steve Mason piloted his ageless RM250 to the High Point B finish, posting



Tri-County's quarter-mile pallet bridge was an amazing construction job, and got the riders through a swamp with zero trouble.

an 86 score. Steve narrowly edged out runner-up and Vet class rival Dave Bostrom, whose 87 card proved to be second best on this day. Interestingly, the top four, and five of the top six B class finishers all hailed from the toughly competitive B veterans class. The C class High Point trophy was claimed by KX125 rider Kris Tompkins with 141 points dropped. Runner-up to the C class high point was John Jones, who managed 167 down. All were no doubt happy to linger in the dry confines of the fire house while results were posted and finalized.

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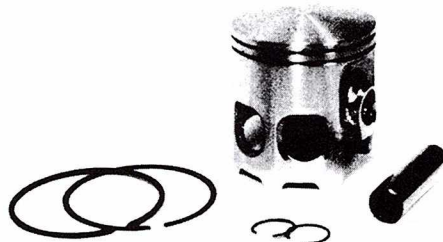
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The post race wrap-up found little to be surprised about. From an organizational standpoint, thing went plenty smoothly; no negative feedback was noted in that regard.

Many club officials (and plenty of riders, as well) were again disappointed with the weather. There is even a contingent of TriCounty members that favor a more forgiving course, and perhaps sometime in the future we might even see a fun

Greenbrier ride. But don't expect it anytime soon. As it turns out, the '94 DER National will be the fifth consecutive, requiring a change for '95. It seems that the Tri-County Sportsmen intend to try to fill that void in a bid to be a part of the '95 National Enduro Series. If approved, you'll read about it here sometime around Christmas—no doubt Jack Sr. will see that it makes even this year's run look like a trail ride. □

Greenbrier Enduro Class Results			3. Keith McIntyre	63	4. Erik Nijkamp	207	B Senior		
Fred Hoess	17		4. Robert Morris	66	B 125		1. Jay Gilfillan	135	
Grand Champion			5. M. Dean Spencer	96	1. Randy Ferman	93	2. George Potts	243	
Jim Franks	44		A 250		2. Joe Tavani	147	3. Steven Hyde	321	
High Point A			1. Rick Marcinkewicz	52	3. Craig Copeland	192	B Super Senior		
Steve Mason	86		2. Rick Claxton	54	4. John Schoener	474	1. William Parrish Jr.	ck.10	
High Point B			3. Chuck Stapleford	57	B 200		B Four Stroke		
Kris Tompkins	141		4. Jeff Botsford	57	1. Brian Russell	97	1. Brian Yurky	105	
High Point C			5. Ed O'Flynn	71	2. James Cook	196	2. Frank Lillo	142	
Teams			A Open		3. Scott Dolecek	159	3. Sam Verdetto	191	
1. CJCR Good	297		1. Denny Scotten	61	4. Jim McCommon	181	4. Blair Kolbeck	492	
2. DER #1	380		A Veteran		5. Edward Sohayda	184	Women		
3. CDR Stingers	387		1. Chris O'Brien	55	B 250		1. Kathi Cambell	332	
4. DER #2	401		2. Stewart Crouch Jr.	68	1. Bob Stein	110	C 200		
5. DER #3	526		3. Hank Stankiewicz	63	2. James Wright	114	1. Kris Tompkins	141	
AA			4. John Neifert Jr.	92	3. Scott Dagrosa	151	2. Peter Burnett	437	
1. Mike McHale	29		5. Dale Waxmunski	96	4. Scott Devecchio	152	C 250		
2. Marc Grossman	45		A Senior		5. Dan Compton	164	1. John Jones	167	
3. Bill Atkinson	64		1. Bill Atherholt	78	B Open		2. Sean Kraenbring	220	
A 125			2. David Barlow Sr	87	1. Mike Arendasky	145	3. Steven Pfeffer	260	
1. John Smith	51		3. Wick Wickline	117	2. Scott Graver	156	4. David Morehouse	313	
2. Richard Shirk	92		4. Dan Stoppi	144	3. Steve Snyder	198	5. Michael Kilduff	488	
3. Brian Smith	93		5. Rich Tompkins	164	4. Rick Stapleford	241	C Open		
4. Pat Emmons	112		A Super Senior		5. Vince Moroni Jr.	372	1. Al Switzer	383	
5. Allen Vanneman	175		1. Charles Stapleford	115	B Veteran		2. Charles Sola	514	
A 200			2. Rich Trader	241	1. David Bostrom	87	3. Rudy Egberts III	548	
1. Robert Mohn	52		A Four Stroke		2. Greg Davies	89	C Veteran		
2. Scott Wolcott	61		1. Ken Hammond	81	3. Tim Urban	92	1. Mark Delay	ck.10	
			2. Don Testerman Jr.	107	4. Victor Chalow Jr.	95	C Four Stroke		
			3. Darrin Russell	170	5. Joe Kelly	123	1. Edward Smith	ck.11	

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Mark Kariya began riding in his dad's orange groves back in 1965. Since then, "Kato" has ridden and raced literally every type and size of motorcycle known to man.

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Kawasaki KMB450 Mountain Bike

Novice notions on a more gnarly form of dirt biking

by Mark Uth

We first laid eyes on the new line of Kawasaki mountain bikes at the Cincinnati Dealers Show this past February. Personally, I was quite impressed and immediately drawn to the svelte lines of the professional models—uh, I mean bikes, that were being dynamically displayed via bikini clad women on treadmills. Not surprisingly, a mountain bike might fit well into the greater scheme of things for many and I had recently begun to take notice of bike equipment and applications. This was not-in-the-least due to the influence of Clipper. Paul has at times lathered on ad nauseum regarding the joys of mountain biking. However I'll have to admit I was somewhat intrigued by the iron man type mystique surrounding the sport.

In spite of all the talk, the obvious training potential offered by pedal pushers could surely benefit nearly any 30 something enduro rider. Additionally, the non-polluting stealthiness of the bike looked to afford some new exploring opportunities that would otherwise be off-limits. At any



The KMB450 is a lot of mountain bike for a very good price. Too bad you have to pedal it, but you can't have everything!

rate, the dilemma often faced by potential entry level riders is the wide price range between department store variety bikes (often incorrectly referred to as "mountain bikes"), traditional quality name brand bikes, and high zoot racing models. Prices range from a couple hundred to a couple thousand dollars and nearly everything in between.

As a entry level rider and mountain bike spode, the new Kawasaki line seemed to fill a nice niche between those two extremes. The KMB200 model (with front suspension!) comes in at \$399 and our test bike, the KMB450 (equipped with RST 400 forks) is priced at \$659. Kawasaki also makes higher priced models with aluminum or fiberglass frames. However, these models and the many additional extras associated with them cannot really be appreciated at the novice level.

The most dominating impression one immediately senses when experiencing a real mountain bike is its light weight. Even these novice/intermediate level Kawasakis are much lighter than typical department store varieties (Be advised though that experts like Clipper sneer at the "porki-

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ness" of the 29-pound KMB450). The bike is equipped with front forks that afford about 2 inches of travel. For most the front forks are almost a novelty, performance wise, although they looked neat and seemed to take the harshness out of really sharp edged impacts. Some hard core types feel that some forks promote a vague feeling in the front end. Again, however, a novice rider doesn't push the performance limit to the point that they become a drawback. On the positive side, the seating position is more comfortable than traditional touring type bikes and the controls provide easy access to whatever task may be at hand.

The KMB comes equipped with 21 forward speeds; way more than needed by the novice. The low range provides a really small front sprocket that would test the limits of traction. The shift mechanisms are neat ratchet type controls that are finger actuated without removing your hand from the bars. Each handle bar has two levers; one for upshifts and one for downshifts. The left hand operates the front derailleur whereas the right hand operates the rear. One confusing aspect is that whereas the thumb control upshifts the rear derailleur (and the fore finger downshifts); the left hand works the opposite. It takes some time becoming accustomed to the shifting routine. None the less, the bottom line is that the shift actuation is smooth and positive.

Braking is accomplished using neat center pull types that are generations better than traditional non-racing side or center pull brakes. The pedals have foot retaining

The Kawasaki Mountain Bike Line

An Expert's Rebuttal

Mark's impression of the Kawasaki mountain bike is good, but we're going to have to add a few things to clear up any questions that might come up. To wit:

1. Regarding the "joys of mountain biking:" Mountain biking can be a lot of fun, once you get into shape, but until then it is one of the worst punishments you can inflict on yourself. The first spirited ride through the woods, chasing an experienced friend, will likely wind up with you gasping by the side of the trail while legions of multi-colored spots dance in front of your eyes. This is because no matter how much you ride a motorcycle, motorcycles do nothing for your aerobic fitness...which is real important if you want to finish races well. You can improve your aerobic fitness by running, pedaling a bicycle, rowing, or any other sport where you crank your heartbeat up with multiple easy reps and hold it there for a period of time (at least 20 minutes). It hurts at first, but it's really worth it.

2. Price: The Kawasaki mountain bikes are breaking ground by being one of the first suspended mountain bikes for a reasonable price. For the way these bikes are outfitted, the prices are a real bargain. No, you can't get the same thing by buying a \$150 department store "mountain bike;" real cheap bikes bend, break, and fall apart. Also, Mark is not completely right about novices not being able to appreciate multi-thousand dollar bicycles. Ride a Huffy around a vacant lot, and then get on your neighbor's \$1399 Kawasaki X-1 mountain bike, and you'll feel a difference. Like anything else, you get what you pay for in mountain bikes, and we'd recommend buying as much bike as you possibly can.

3. Forks: We tend to not like suspension forks on mountain bikes down here in South Jersey, because there aren't any rocks or hills. When you ride in hilly conditions with lots of rocks, the suspension really becomes a plus—the ride is smoother, the bike is easier to control. Negatives are extra weight (compared to spindly rigid forks) and "flexiness" in the suspension forks.

4. Gearing/shifting: Our test bike was an early model, that came with Shimano RST Rapidfire shifters, which are nice and accurate, and some people like them, some don't. The latest KMB bikes are coming with Grip Shift, which is a set of shifters you turn like a throttle. The Grip Shift is also nice, and much more bulletproof than the Shimano shifters. Mark's comment about the small front chain ring offering gearing that is ridiculously low will sound equally ridiculous to anyone who rides in hills, where this tiny chain ring suddenly seems huge. Special kits are available that will let you replace this 24-tooth ring with a 20, or even an 18 in special circumstances (not from Pacific



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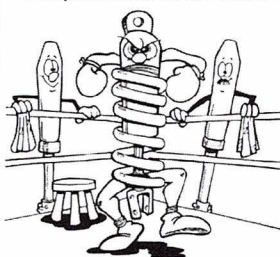
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Powercycles, though). In hills, you also need every one of those 21 speeds.

5. Toe clips: They might seem dangerous to the uninitiated, but toe clips and straps serve the very real purpose of keeping your feet on the pedals as you bounce through the woods. Best to get used to them, rather than taking them off. The hot rave right now is "clipless" pedals that mate to special shoes; when you step on the pedals your shoes lock into them until you rock your heels outward to release. Very nice accessory, once you get into it.

6. Is it worth it? Yes, as long as you can make the time to ride something other than a motorcycle, you will derive huge benefits from riding a mountain bike. It will do wonders for your leg strength, knee strength, and overall fitness, and can actually be a ton of fun on smooth enduro trails. If you get a group of riding pals together it's even better; your only danger is liking it more than a motorcycle and switching entirely.

— Bossman "Clipless" Clipper

straps (called "toe clips") that feel alien at first but are quickly adjusted to. A set of narrow handle bars are a natural for weaving between trees. They measure only about 22 inches across. Seat adjustment is quick and easy using a 6mm Allen wrench. Paul says that tires are everything when it comes to riding trails. Interestingly the Kawasaki comes with front and rear tires that have unique tread patterns, dedicated to either steering or driving. It's amazing the loose dirt and sand the bike easily negotiates. Tire changing is an extremely easy task. Wheels are removed via a flip of the retaining lever, and the soft compound tires practically change themselves. Both the rims and spokes appear very light weight and fragile looking. However, they

held up to the best abuse we could provide (curbs, steps, rocks, logs, etc.). I did manage to get a flat riding down some trail cut through briars. Its probably best to stick to well-established trails and not blaze through the woods.

Is it fun? Yeah, I guess...too bad you have to pedal them, though. But they are quiet, and allow you an opportunity to explore some areas that are simply inaccessible with your motorcycle, and along the way you get a decent workout. Just as long as I don't have to wear those spodey shorts, I guess it's okay.

Available from Pacific Powercycles, Inc., through selected dealers. For the name of a dealer near you, call 1-800-PWR-BIKE. □

Pacific Power Cycles offers a line of Kawasaki mountain bikes. The KMB450 (top) retails for \$659 and is available in Kawasaki green or metallflake black. The KMB200 is the lowest-price ride of the group, going for \$399, and that includes a suspension fork, chromoly frame and Grip Shift shifters. The upper-end X-1 (bottom) features a titanium-anodized finish on an aluminum frame, a Rock Shox Mag 21SL fork, Grip Shift and Shimano Deore LX components for \$1399.



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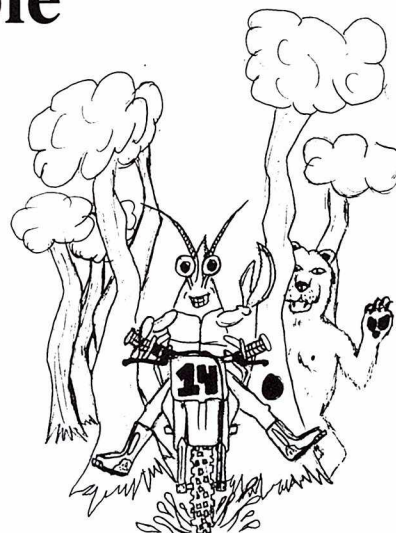
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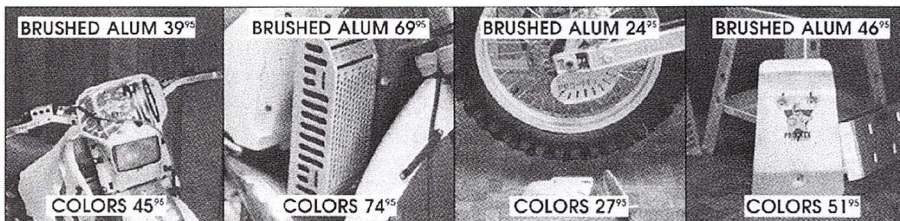


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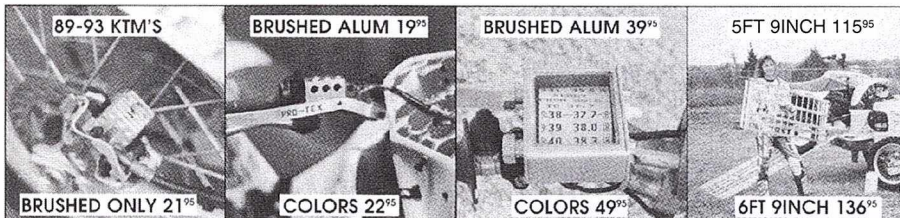


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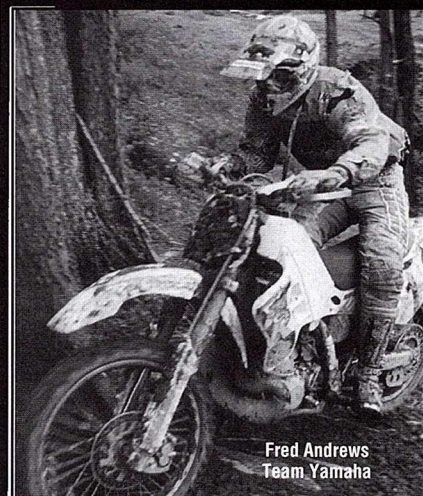
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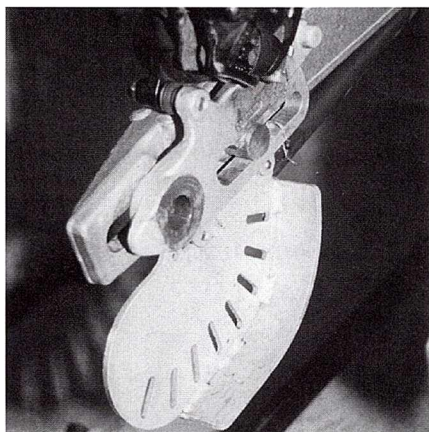
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Pro-Tex KTM Guards

There's no doubt that bolting chunks of aluminum on your bike to protect it from the ravages of off-road riding makes great sense, and there are at least a baker's dozen companies making guards



these days. One of the latest is Pro-Tex, a company in Texas that specializes in guards and accessories for KTM motorcy-

cles. We tried out a set of their radiator guards and a rear disc protector on our 440M/XC. The radiator guards Pro-Tex builds must be the biggest, most massive guards available, which is not a negative when you're talking about a super-expensive pair of radiators. The rad guards bolt on through the existing mounts and supplied hardware, and it took a fair amount of time to complete the job. However, once they were bolted up and the radiator shrouds were re-mounted, we took satisfaction in knowing (a:) that there was no reason we'd have to take them off again, and (b:) that anything short of a nuclear attack was going to be fended off by these guards. Pro-Tex makes them stout, and ventilates them with slots rather than holes (holes have more of a tendency to pack with mud).

Mounting the rear disc guard on the '94 KTM was child's play. KTM already supplies the mounting tabs in the right place, and Pro-Tex drills the holes to match. Two six millimeter Allens and we were off and running. The enduro guard we used doubles as a mud guard and fairly stout "shark fin" style disc protector (3/16 in. thick). If you want disc protection alone, Pro-Tex makes a shark fin only (1/4 in.

thick), to fit the same location, for \$24.95. This enduro guard keeps mud away from the brake disc and protects against rock and log hits, and we had occasion to test it in the Ridge Run enduro. One rock got close enough to bend the guard slightly. If it had hit the



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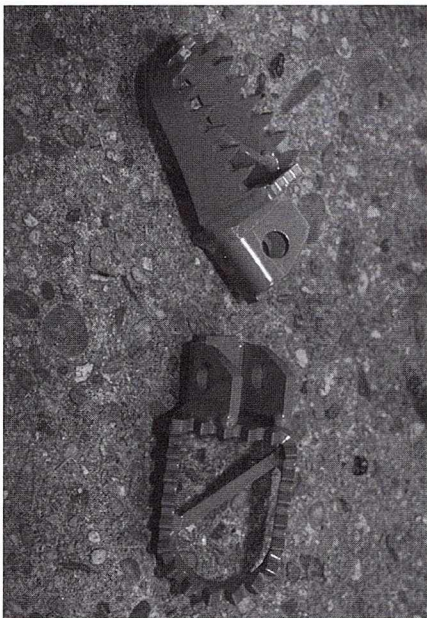
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disc, well, we'd be trying out somebody's new solid disc in this column, if you know what we mean. The radiator guards go for \$69.95 a pair, and the enduro disc guard is \$35.95; both available in anodized colors for \$5 additional. Pro-Tex makes good, tough stuff for KTMs (other bikes too, call), and it's all made by KTM riders, so you know it all fits. Get in touch with them at P.O. Box 366, Red Oak, TX 75154; phone (214)617-3620.

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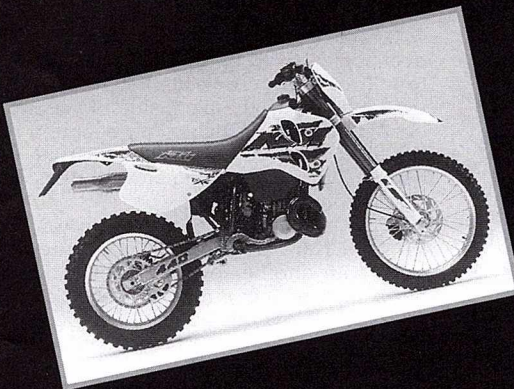


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CHESTNUT MOUNTAIN

Kicking off Virginia's top-notch hare scrambles series

by John Capewell

About this time last year the Virginia Championship Hare Scrambles Series officers were doing their best to reschedule the season opener around a late March snowfall that dumped 14 inches just days before the race. This year, to avoid a repeat, they scheduled the first event a few weeks later, in April. No snow this year, but an ice storm that toppled literally thousands of trees did manage to obliterate virtually the entire eight-plus mile course. With only days to go, the "never say die" trail bosses fired up their chain saws and cut a new course through the carnage. Trees that fell to the ground were left there as obstacles, trees leaning higher than five feet were left to become the inevitable wake-up call, shot-to-the-head; and everything inbetween was carved away or run around. When they were done, consensus among the riders was they had created one of the toughest mountain runs in the state.

A larger than usual crowd of rocket pilots ran this event for two-plus hours, and were treated to a roller coaster ride of mountainous proportions. Imagine this if you can:

300 foot near-vertical drop, between trees, over rocks, to a narrow bridge, crossing a four foot wide creek at the bottom, just before going up the back side of yet another! I caught more than a few scooters rubber side up in the water, most getting that way by hitting one of the several trees near the bottom.

Brian Hess, last year's Number One Virginia Hare Scrambler, continued his reign with another overall finish, completing 5 laps of this 8-mile monster, earning his first 30 overall points of the season. Dwain Miller, always a tough contender in the AA class returned to the VCHSS this year hot on Brian's tracks, finishing just three minutes behind him to a first place AA trophy. Rick Roman, this year's #3AA rider stayed within six seconds of Dwain for the entire race until the final lap where Dwain pulled just a slight lead. I'd be willing to bet that we'll see those two go at it a few more times this year.

The 200 A class, one of the few that saw all riders finish the race, was won by Timmy Mitchell, last year's #2 250B rider. Looks like a good start for Timmy in the A class. The 250/500A guys had a near-record number of riders with only two

DNFs. Mike Roman, #203 running another year in the A class, stayed neck-and-neck with Wesley Moran, #206, for four laps, with Mike maintaining a two second lead on the final lap for the win. Third and fourth places in this class went to Tommy



AA rider Rick Roman powering his way to a second place in class and a third overall finish.

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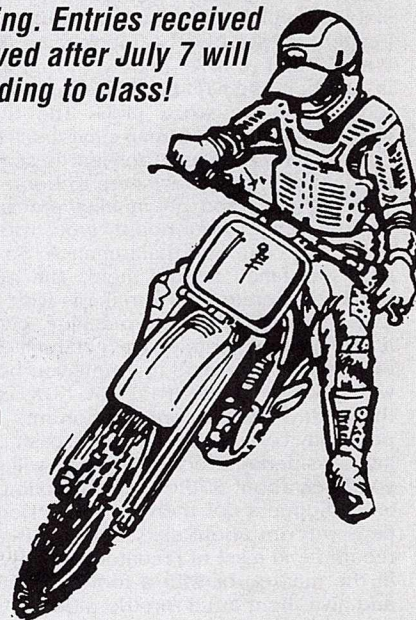
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Overall Champion AA	2. Thomas Gibson
1. Dwain Miller	3. Ronald Ingram
2. Rick Roman	4. Tracey Crawford
3. Steve Arthur	5. Paul Sandridge
4. Roland King	Four-Stroke
5. George Greer	1. Glen Holcomb
200 A	2. David Baldwin
1. Timmy Mitchell	3. Andy Phillips
2. Mark Galtner	4. Brian Blacka
3. Daniel Morrison	5. Joel Burgess
250/500 A	200C
1. Mike Roman	1. Frank Phillips
2. Wesley Moran	2. David Kern
3. Tommy Handy	3. Joey Woody
4. Andrew Williams	4. Tim Hale
5. Tony Lambert	5. Keith Murphy
Veteran A	250/500 C
1. Danny Morrison	1. Rick Kegley
2. Darryl Campbell	2. Jason Jackson
3. Gil Griggs	3. AJ Winstead
4. Philip Doyle	4. Craig Kegley
Veteran B	5. David Colaw
1. Chris Main	Senior
2. Michael Ridings	1. Robert Cox
3. Bobby Wilt	2. Ron Hale
4. David Clark	3. Graham Kenan
5. Tim Norris	4. RE Wick
200B	5. Bob Williams
1. Stacy Jones	Mini
2. Mike Bakken	1. Jason Greer
3. Chris Baggett	2. Brian Bouma
4. Joe Morris	3. Tony Bonanno
5. Shannon Hunter	4. Donald Vias
	5. Danny Monahan

day, picking up additional points.

The Vet A and B classes DNF'd just three riders and produced first place finishes for Danny Morrison (Vet A) and Chris Main (Vet B). Danny, this years #1 Vet A rider also finished 10th overall for the day. Darryl Campbell, finished second in the class and 11th overall, just two seconds behind Darryl. A pretty competitive group of Vet riders.

The top 200B guys had some difficulty with either machinery or the course and



Trees were down everywhere off the course, making passing or stopping a nightmare.

fell victim to Stacy Jones, the only 200B rider to complete 5 laps. Stacy, who moved up from the 200C class captured his first 200B victory by passing Chris Baggett on the second lap. Chris finished the race in third place just seconds behind Mike Bakken, #406. The 250B class produced four riders who completed five of these very tough laps with the top three places separated by less than one minute. The first lap for this group saw 12 riders crossing the timing check point within 10 seconds of each other! Randall Ellison, the class winner, battled back and forth with

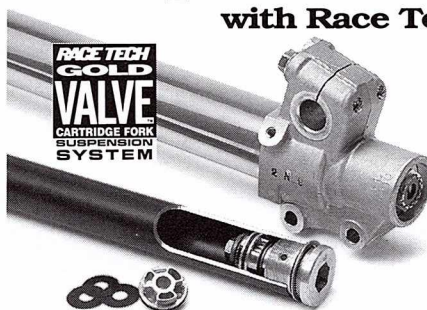
the number two finisher Thomas Gibson on every lap, with the lead changing several times.

The mountain boys of Chestnut Mountain Enduro Riders deserve a hearty thanks for pulling off a terrific event that challenged all riders. They obviously worked very hard and long to overcome mother natures wrath to pull this one off.

The VCHSS and its riders are pleased to have the following sponsors support the sport: Tucker-Rocky, Bell Helmets, Havoline, Answer, Scott, Metzeler, Acerbis, DeVol Engineering, MS Racing, Bel-Ray, Suzuki USA, Honda USA, Kawasaki USA, Yamaha USA, KTM USA, Tsubaki Chain, Moose Racing, Silkolene, Quick Strap, Uni-Filter, EBC Brakes, No Fear. Local sponsors

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Exploring Maine

Taking a motorcycle along on vacation is always worth it when you're headed far into the north woods

by Mark Uth

East Grand Lake, ME

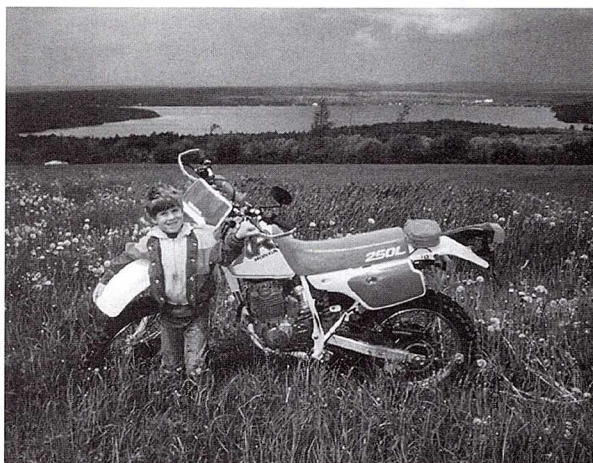
Classic family vacation. The thought makes me shudder. Sure, on the surface ten days away from the hustle and bustle of everyday living seems appealing. However, a second look revealed hours of driving on crowded interstates with young children having to go to the bathroom every 20 miles or so. Cabin fever, no TV, no local watering holes to facilitate Friday evening bench racing...ugh. On top of that, the prospect of no dirt biking for the duration was the final straw. Something had to be done.

Things weren't all bad however, as the final destination, East Grand Lake, near Danforth, Maine, certainly had potential. That section of north-eastern Maine forms part of the international border with Canada and is plain desolate. Additionally, it's literally criss-crossed with numerous logging cuts and snow mobile trails, all begging for a little knobby use. Exploration opportunities abound. Enter dual sport mount, model XRL 250, and all of a sudden we're downright looking forward to the experience. So on that note, we loaded up the family station wagon, a.k.a. land yacht, hooked up the trusty Holsclaw trailer and set out for points north.

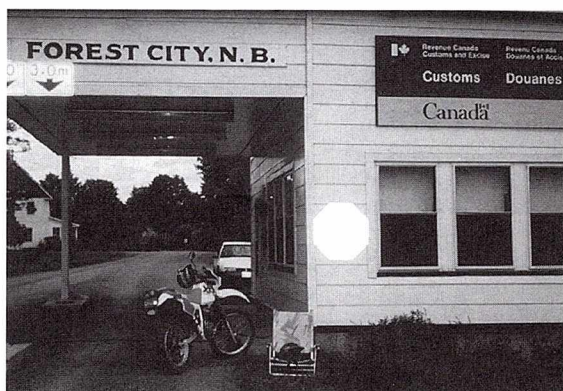
A two pronged assault on the Maine countryside was planned. First, prior to departure, the yellow pages were consulted at the public library and a local bike shop was subsequently contacted. Tidd's Honda in Houlton provided the names of some of the riding faithful that we planned to hook up with upon arrival. Secondly, the lake itself, being about 50 miles long and five miles wide, forms a natural loop for a dual

sport trail ride. That ride would include snow mobile trail, logging cuts, dirt and paved road sections on both sides of the border. The XRL would provide nearly the ideal means for our quest. The plan was set.

As it turns out, the locals around Greater East Grand Lake are not at all unaccustomed to off roading. As if by necessity (in fact, purely by necessity), nearly every household has access to some sort of four-wheel drive vehicle, ATV and/or dirt bike. Special green ATV plates are used to register the latter. For



Be prepared for some extreme scenery along the trail. The riding is even nicer with a junior riding partner aboard.



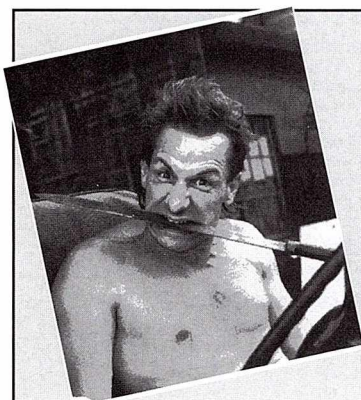
Crossing in and out of Canada is almost a given when traveling in the hinterland. Many potential loops include an international visit, but customs isn't usually a problem.

our baptismal ride, we hooked up with Danforth native Mike Kinney, who rounded up the riding crew for some Sunday afternoon roosting.

During this short initiation period I was quickly introduced to some surprising attributes of the Maine countryside. To begin, virtually all of the land in the area is

privately held, much by absentee land owners that included paper and mining companies. Most remain friendly to off road enthusiasts. There is almost no comparison to the density of the foliage in the woods (well, perhaps a tropical rain forest). In addition, the forest floor is often strewn with huge boulders, some the size of small houses. There'll be no trail blazing here. The soil varied between mostly sand(!) and some pure loam. Beware the Maine loam as this slick mud can be nearly bottomless. Get this: Local loggers actually take a month off in spring due to the mud—even their heavy duty logging machinery with tracks and/or tractor-like wheels is unable to traverse the soft springtime forest floor. We found considerable evidence of those that tried anyway: two-track trails with huge bike-swallowing ruts dug into them. To say that knobby tires are a must is a serious understatement.

Our dual sport loop literally started right out of our camp on a snow mobile trail that paralleled the southwestern shore of



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the lake. We saw a couple bike tracks on the trail, but for the most part it appeared that the trails hadn't been used since the spring thaw. There were just enough of the orange diamond-on-black markers to keep us on the trail; some of the scenery was spectacular. Rounding the southern tip of the lake and heading north again found us cruising the main street (and only street) of Forest City.

Forest City is interesting in that half of the town is located in Maine, while the other half is in New Brunswick, Canada. We passed through customs uneventfully, and were soon disappointed to find the previously dirt track road from Forest City to Fosterville had been paved since our last visit. Not to worry though, we instead explored several dirt tracks that lead down to the shore of East Grand and Spednik Lakes. Quickly passing through Fosterville, NB (oops!, did I blink?), and west to Orient, we checked in at U.S. customs. Although by now some serious thunder heads were brewing to the north, a short detour was taken to chug up Peek-a-Boo Mountain, which provides the best panoramic view of the lake from the north-western shore. After donning the rain coat, a turn right onto U.S. 1 and subsequent beeline saw us barely beat the rain back to camp.

HOW TO DO IT RIGHT

There's no doubt that a dual sporting mount provides an ideal addition to any summer vacation. Some minor planning on our part and a little luck yielded some great riding in a new and unfamiliar place. Here's what to pay attention to.

Most libraries have telephone books from all over the country. Find the one that pertains to the area that you plan to visit and get the phone numbers of the closest couple of bike shops (in our case, Houlton is nearly 40 miles from Danforth!). Give them a call and see what they can do for you. At the very least you should be able to get a feel for how dirt bikers recreate in the area. Once arriving in town, poke around the local general/grocery stores. Our search turned up a topo map distributed by the local snow mobiling club that had all of the area snow mobiling trails marked on it. Subsequent inquiries suggested that no one minded their use by two wheeled vehicles. The map was free. Additionally, you can purchase USGS topo maps for any region ahead of time, but although USGS maps may show the trails as lines on the map, they'll tell you next to nothing about them.

Pay attention to warnings given by the locals. In our case, local enthusiast Mike Kinney warned of riding the single lane logging roads during week days due to the speeds at which the laden logging trucks travel. This kept us from becoming a hood ornament for some Mack hauler. Gas availability can be a big problem in desolate areas—one must plan ahead and/or have a large tank (the puny stock fuel cell on our XRL led to an unplanned refueling at a lakeside outboard motor outfitter). Finally, in desolate areas ride conservatively, and in groups if at all possible; carry some survival gear (like matches). Spending the night in the woods is none-too-appealing, and the potential for meeting wild carnivores is very real. □

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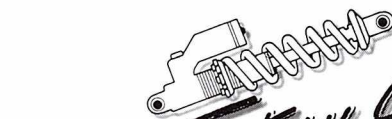
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Rapidly turning into a "must-attend" event in the east

by Ed King

Hurricane Mills, TN 4/16-17

If someone asked me to sum up the third annual Cycle News/AMA/Loretta Lynn's National Dual Sport in one word, that word would be SPECTACULAR. The spectacular actually started Friday in Bowling Green Kentucky on the way to Tennessee. Spectacularly heavy rain and winds extended from there to

Nashville, and made driving a real cheap thrill. What kind of a ride were we in for? Would I need a submarine instead of a dirt bike? Fortunately, the rain petered out, and things started looking better as we pulled into our motel in Buffalo, TN, off I-40.

Familiar faces began to appear, old acquaintances were renewed, and the bench racing began. After three years of riding events in the AMA/Suzuki National Dual



Team Honda rider Scott Summers answers a four-stroke question from one of the participants.

Sport Trail Rides, you meet a wide variety of riders from all over the U.S., and in no time you're swapping stories over a cold one. My story about driving through torrential rain in Bowling Green was quickly topped by riders who stopped at a K Mart there. They were corralled at the back of the store, while winds blew off the front of it, as well as removing the roof of a nearby Kroger. Yes, a spectacular start for a dual sport ride.

As we headed out to Loretta Lynn's Ranch in nearby Hurricane Mills for registration, we could see that the rivers had overflowed their banks, and there was standing water everywhere. Oh no...was I in for two days riding in a quagmire? Our fears were unfounded as we talked to event organizer extraordinaire Carrie Jo (Coombs) Russell at registration. Her husband, Jeff, and Loretta Lynn's ranch manager and son-in-law, Alan Brutto were out rerouting large sections of trail that had become impassable with all the flooding. We would find out later that they were out until nearly midnight with their rerouting. Spectacular effort!

Saturday started with a cool, crisp, 12 mile ride from the motel up to the ranch for the mandatory rider's meeting. Things were looking up. The rivers had receded, and the standing water was being absorbed very quickly. This might turn into a decent ride after all! The 8:30 rider's meeting was delayed while massive revisions were word-processed into the route sheet before it was printed. In addition, there was a whole mob of late registrations on Saturday that swelled the rider count to over 250.

Finally around 9:30, Dave Coombs started the rider's meeting with apologies for the weather and delays, and last minute trail revisions. He barely had time to thank all the sponsors and supporters (Honda, Suzuki, Cycle News, Moose Racing, Lockhart, Fox, KTM.....) before Jeff Russell appeared with 200 copies of the route sheet, and was nearly trampled. These boys (and ladies) were ready to RIDE! Almost on cue, as we sliced up our route sheets and started rolling them up, the sun came out, and within a matter of minutes, things had warmed up. Riders were checked out four at a time at about one minute intervals. A nice touch that keeps riders from bunching up on the trail.

Once on the trail we immediately found that ride organizers were keeping at least one of their promises. Road sections were very sparsely marked, and riders had to keep an eye on their odometers and route sheets. It was a concerted and effective effort that kept speeds down, and riders "on their toes".

In the woods, however, things were well marked, and it took an effort to get lost. And speaking of woods, you got your money's worth. This was not a beginner's road ride. A very large portion of the ride was single track and two track woods riding. My street legal DOT "knobbies" were just fine. I saw some riders with "stock" dual sport tires who I'm sure found sections of trail where they wished for more aggressive tread designs. To stitch all the woods sections together were minimal pavement sections, and

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wonderfully hilly and crooked dirt roads. Surprisingly, even with all the rain, mixed with Tennessee red clay (that mysteriously welds itself to every nook and cranny of the bike), traction was usually excellent. There were lots of BIG puddles on the trail (some were near pond-sized) but 99 percent of them could be skirted on the edges. The puddles may have been big, but even the deepest ones weren't over the pegs. There were numerous stream crossings, and one river crossing, but even that was not much more than footpeg deep (unless of course your motorcycle was laying on it's side in the river).

Even with over 250 riders on the trail, you could ride for long stretches and have the trail to yourself. Packs of a dozen or so "hot dogs" would catch me in the woods and I'd have to get out of their way (I'm not a real speedy woods rider). Most were gone in a flash, with a quick wave or a "thanks". There was, of course, the occasional inconsiderate SOB that couldn't wait, and gave you a punt into the bushes, or your handlebars a close shave. I'll give them the benefit of the doubt; maybe their horns were broken. Just when you were thinking about a break, along came a stretch of road, two track, or gas stop to relax a bit. The terrain, trail, and scenery was constantly changing. Two days and over 200 miles of



Smooth, long dual sport trails like this make it all worth it. I'm ready for a fall ride, too!

this was truly Spectacular.

Spectacular also applies to organization. The trail lunches, Saturday night catfish dinner and Saturday & Sunday live entertainment were great. Prizes and awards were given out Saturday night and Sunday afternoon, so even those riders who wanted to head for home Sunday right after the

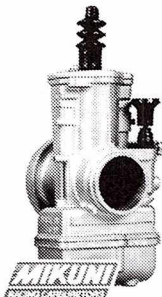
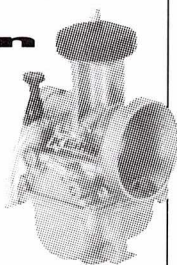
ride had a chance to win a prize from ride sponsors. You didn't have to go home dirty and smelly either, as the showers at the campground had plenty of hot water. Mark Hyde from Suzuki, and Phil Lindeman, and Scott Summers from Honda were on hand for tech support. Plenty of trail, food, prizes, and attention to detail add up to make a SPECTACULAR event. We were even treated to a brief appearance and autograph session by Loretta Lynn herself Sunday afternoon. We were certainly made to feel welcome at her ranch.

The 1995 Loretta Lynn Dual Sport Ride promises to be even better, with new routes. This year's ride was originally scheduled for July, but was moved back to early April, since Tennessee can be hot and humid in July. Local landowners had suggested scheduling the ride after harvest time, as this would allow more off-road routes through private property. In addition, prime-time spring turkey hunting areas that had to be detoured in April could be more accessible in a fall ride. Dave Coombs asked for a show of hands at the Saturday morning rider's meeting. The vote for a fall ride was an overwhelming majority. I'll even vote for a spring AND fall ride! Keep in touch with Racer Productions, Inc., Route 7 Box 459, Morgantown WV 26505 (304)594-1157 for future developments. □

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Rider requirements: All riders must present valid AMA and ECEA cards at registration. ECEA testing for enduro licenses will be conducted at no charge on Saturday July 16th. Registration from 2 P.M. to 7 P.M. Saturday, and from 6:30 A.M. Sunday. You must be 16 or older to ride. Riders under 18 must sign a youth riders release form (please call for form). Riders and pit crews must sign a liability waiver.

Machine requirements: As public roads will not be used in this enduro, NO LICENSE REQUIRED, NO INSPECTION, NO HASSLE. A sound test will be given Saturday afternoon and Sunday morning. Motorcycles must have a SPARK ARRESTOR and QUIET MUFFLER capable of passing AMA sound level requirements.

Drawing date: July 10, 1994. Entries received after the drawing date will be assigned a number following all pre-entries. Confirmation of starting position will be sent. Make checks payable to S.O.R.R. Inc., 1553 Elm St., Lebanon, PA 17042. Call (717)270-9420 for information. Any calls Friday or Saturday, July 15 or 16, call (717)536-3604. Please limit calls. NO PHONE ENTRIES.

Camping facilities available: Large, flat, grassy campground with plenty of shade and some electric hook-ups. Food available Saturday and Sunday. Breakfast will be available Sunday morning. If you bring pets, please keep them restrained.

Please leave mini bikes at home. Any pit racing done by riders or children at any time will result in disqualification of the rider and/or guardian of the child. No bikes may be started between 7:00 A.M. Saturday and 7:00 A.M. Sunday.

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ECEA No. _____

AMA No. _____ Expires: _____

AMA Club Name: _____

Bike Make: _____ Displacement: _____

Check skill level and class below:

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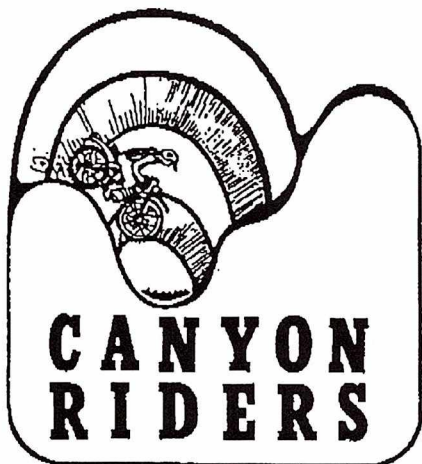
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TRAIL RIDER TOOLBOX

by Mark Uth

High Performance Pipe Coatings

Your exhaust pipe is likely to be the rattlest and most neglected part on your dirt bike. Smashed on rocks, whipped by saplings, dunked in and out of various soup holes, and constantly being fed a diet of spooze spawned from dirty air filters and old premix. The only real maintenance, decarbonization, is usually put off until the pipe is mashed beyond use. Painting and/or other rust preventative measures do little to improve its outward appearance. Yet all is not hopeless.

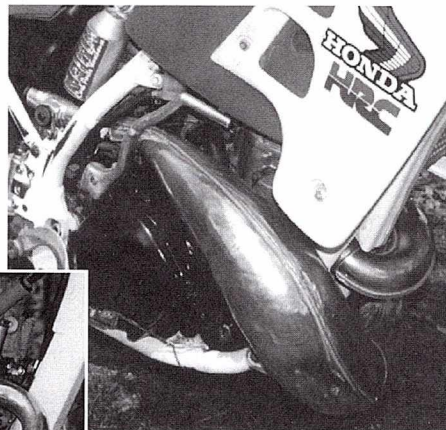
We hooked up with the Duke of Dent, Dan Sinkoff, at the Cincinnati Power Sports Expo this past February and he tipped us off to a new coating service offered to improve your pipe's looks, performance and longevity (and make your teeth whiter, too!). Forged through an alliance between Finish Line Products (FLP) and a company called HPC (High Performance Coatings) East from Manchester, Connecticut, it was hard not to be impressed by the potential advantages of this alternative to nickel plating.

In conjunction with the usual FLP treatments, your header pipe or expansion chamber can make a side trip to HPC for some radical upgrades. FLP/HPC coated pipes boast serious improvements to both cosmetics and performance. The cosmetic improvements are obvious—the outside of your pipe can be coated with a hard, corrosion proof, scuff resistant, non-discoloring finish in a variety of popular colors. Regarding performance improvements, this same coating may also be applied to the inside of your pipe resulting in a smooth, homogeneous finish that resists carbon buildup, improves exhaust gas flow and heat retention.

They accomplish this through the use of a space age material as opposed to ordinary stainless metals such as nickel. HPC uses an inorganic matrix that is bonded to the substrate (base metal) in order to form a uniform coating that completely covers the metal, while filling small voids and imperfections. Exactly what is the coating made

from? It's an HPC trade secret, so mum's the word. However, from characteristics and appearances, it seems to be a ceramic or ceramic-metallic compound.

The coating material is harder than the base metal, thus providing greater resistance to mechanical abuse, and it naturally repels deposits of carbon and other exhaust gas by-products. The coating is unaffected by gas, oil, coolant or other chemicals, offers good abrasive resistance, and doesn't affect the weldability of the pipe. One of the neatest features is that the coating may be applied to the inside and outside of the pipe. Whereas the outer coating predominantly improves appearance, the inner coating acts as a no-stick surface, rejecting carbon buildup and maintaining the airflow characteristics originally designed into the pipe. Additionally, both inner and outer coatings act as a thermal insulator, reducing the heat transfer



Both pipes look great after coating, but the four-stroke pipe is most striking—much better than your typical rust-brown header pipes. The coating is super-tough, and also produces a modest power gain.

from exhaust gas to pipe.

At the Duke's urging, we boxed up a couple of well used pipes, one CR and one XR, for the proverbial litmus test. Both pipes were beat up, filled with carbon, and totally covered with worn paint, rust and scale. In addition, the CR pipe was seriously mashed as a result of an unplanned high speed encounter with a Ford Bronco—but that's another story.

A couple weeks later return UPS arrived. Right out of the box, the appearances of the rehabed pipes are striking. After the treatment, both pipes could easily be mistaken for brand new, if it weren't for the radical color of the finished product. We opted for the brushed aluminum look, and quite frankly, pictures do not do justice to the cosmetic appearance of the pipes. As usual, the rejuvenated CR pipe exhibited a perfect fit after the FLP straightening. We

fired up the CR and found that the bike warmed up a bit faster, reducing the likelihood of the notorious CR cold plug fouling. Performance wise, perhaps a subtle performance gain was realized—the CR motor seemed crisper, perhaps running a bit cleaner. Note that the HPC guys did suggest that the inner coating would compensate for sloppy (rich) jetting—it did.

Since we rarely use the word performance when describing the XR motor, it was hard to expect any real change in its meek power output. However, after we slapped the smartly coated XR header pipe onto our Trail Rider XRL250, there were pronounced improvements. Most notable was the emergence of some snap off idle, allowing the porky XRL to loft the front wheel on command. Amazing. It should be noted that for this project the stock XRL exhaust system was replaced with the HPC coated XR headpipe mated to a SuperTrapp EAR silencer. Although you might attribute some of these gains to the larger diameter headpipe and freer flowing muffler, we had this same arrangement on a earlier XRL model, sans the HPC coating, and noticed little change over the stock XRL (four discs in the Trapp). The coated pipe made for a noticeable improvement.

As usual, the cost of performance doesn't come cheap. The Duke advise us that in conjunction with the normal FLP two stroke expansion chamber treatment, the outside of your used pipe can be HPC coated for an additional \$50. Our cursory check suggests that this is comparable to the cost of nickel plating. If you opted for the inside/outside coating, the cost would be \$75; however, heavily rusted or carboned pipes would probably require stripping, at an additional charge (this wouldn't be required for brand new pipes). The costs for coating four stroke header pipes, mufflers, etc. are comparable to the above. However, the Duke suggested that if no repair was required, you might be better off contacting HPC directly.

At a cost comparable to nickel plating, the FLP/HPC coating offers several unique advantages. The tougher coating doesn't discolor and keeps looking good. You'd be hard pressed to find a better solution to dealing with crusty four stroke header pipes. It improves performance through inherent thermal insulating characteristics and improved pipe airflow. Maintenance requirements are reduced by eliminating pipe corrosion control tasks and reduction of carbon buildup.

The coating doesn't effect pipe reparability (welding or straightening), although repeated repairs will take their toll cosmetically. HPC offers numerous other coating services, to improve the look or performance of most any engine component. If you need more information, call the Duke, Dan Sinkoff, or Gene Schafer at HPC and they'd be happy to discuss a specific application. Finish Line Products, (800)843-8745; HPC East, (203)647-9963. □

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Bruce Babbitt Attacks BlueRibbon!

Interior Secretary Bruce Babbitt shows his true anti-recreation colors

Did you see the May issue of BlueRibbon Magazine? If not, get your hands on a copy and read it through! Feature story is how Interior Secretary Bruce Babbitt is now harassing the BlueRibbon Coalition with a recreation land issue right in their own back yard!

It seems that the Bureau of Reclamation (BOR) has just woken up to the fact that motorized recreationists have been using some land under their jurisdiction (that they've been letting the BLM administer), for the past 30 years. In fact, the area is even signed as a public recreation area by both the BLM and BOR.

The area is just below the dam on the Snake River north shore, just West of American Falls, Idaho. It's the only area open to motorized users during the winter months until the Forest Services opens its trails in late spring around Pocatello, national headquarters of the BlueRibbon Coalition. Last spring, about a year ago, the BOR spoke up and asserted the fact that it is the rightful administrator of this recreation area and that its policy has always been one of "closed unless posted open". It announced its intention to close the area to recreationists.

Immediately the BlueRibbon Coalition spoke up in defense of recreation interests. Public meetings were demanded and held. With each meeting new players were introduced and "justification" of the closure finally came about with the claim that "Native American artifacts" were prevalent in the area, and later that it was "sacred ground" in which the local tribal council was now exhibiting an "interest".

Evident was the fact that artifacts were being removed from the area by visitors. It was also shown that motorized recreationists were not the ones removing the artifacts. Clark Collins, Executive Director of BlueRibbon, offered to have motorized recreationists help patrol the area and report those plundering the land. Until revealed in the meeting, most people didn't even know the heritage of the area. In time, it came to be touted as "sacred ground" for the local Indian culture, even though the area had been surrendered by the local tribe in drawing the boundaries of the local reservation.

When the decision came down, it was to ban all motorized recreation in the area, while still allowing hikers, rock climbers, fishermen and other recreationists full, uninhibited access. The BOR ran a series of public service announcements announcing widely the closure of the area to motorized users in order that the "sacred nature" of the area might be preserved, but then openly invited everyone to come in on foot to enjoy the area. What a paradox!

In the course of the public meetings, Collins pleaded that the area not be closed until the hearing process was complete and all testimony could be properly considered. "If you close the area to

vehicles," he warned, "you had better be prepared to enforce the closure immediately!"

Ignoring the warning, the BOR closed the area anyway, only to vehicles. Collins immediately ordered motorized users to respect the closure order and to stay out of the area while negotiations to try to reopen at least some trails continued. That was the fall of '93. A few signs were put up defining the closure, but otherwise the area was pretty much left unpatrolled.

Winter went by and few used the area. Spring came and a few locals, who had been used to enjoying the area ventured forth. Then, the middle of March, when Clark Collins was back in Washington D.C. testifying before Congress, reports came in that the BOR was out in force building

fences around the area. A week later, 14 armed Forest Service Rangers from across the U.S. appeared to enforce the vehicle closure. Local media had a heyday over the event and they played into federal plans that made motorized recreationists look like hardened criminals, disrespectful of law and culture!

Two weeks later, when Collins returned from travels, he went out to visit with the chief ranger to find out the cause for all the excitement. "What violations had there been to warrant the showing of such force, in the name of protecting the area?" Collins asked. Indeed, the chief ranger could show him only the tracks



BlueRibbon's Clark Collins at the site of the closure in Idaho.



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where a couple of ATV riders had entered the area on an unmarked trail. They had come up to the barriers, realized they were in a closed area, then turned around and rode back out the way they had come in. "If we had caught those ATVers in the act, we would have only been able to advise them of the closure, because it was obvious they hadn't deliberately entered the closed area," he reported.

Meanwhile many of the rangers had been sent home after the chief realized there really wasn't much reason for them to be there. When Collins went out again a week later to get some pictures, the rangers were nowhere to be found! The force had been reduced to two by then.

It didn't take much to realize what was going on. The Department of Interior and/or their slave agencies had attempted to set up a situation wherein they could justify the use of force against law-breaking motorized recreationists and then proceed to close the area permanently to motorized recreation. Only in this case it didn't work, because motorized recreation for the most part respected the law. It ended up being a show of force with Babbitt (mis)using his powers to enforce a personal vendetta against an organization that is causing him lots of grief.

BlueRibbon Coalition has been a foremost advocate of the "Fire Babbitt" campaign initiated by the National Inholders Association. Ever since his appointment they have warned that he would promote his own agenda of preservation over public land users of all types without regard to the real needs of the land or people.

How much farther will Babbitt go to get

his way? Adena Cook, Public Lands Director of the BlueRibbon Coalition again caught them with their pants down as she reviewed the new "Forest Service Reinvention" plan. "The plan gives Forest Service Rangers virtual police powers over every activity on forest lands," she reports. A BlueRibbon Alert went out that provoked Congressmen to extend the public comment period on their proposed plan for an additional 30 days.

How much more shall we tolerate Babbitt's abuse of power? He's attacked all kinds of land and resource users, from grazing to mining to timber interests...and now he's sending armed guards to control recreation! Where will it end? His tenacity has shown that he won't abandon his agenda while he's in power, which is exactly the reason Babbitt has got to go...and the sooner the better. The productive and now the recreation communities of America can't take much more of these extremist tactics and it's high time we demanded more science and less politics in public resource management.

Join the "Fire Babbitt" campaign immediately by calling the white house and your congressional delegation. Join the BlueRibbon Coalition and other groups that are standing up for our rights on a daily basis and who are not afraid to stand up and fight for what they believe is right.

"Babbitt is nothing but a bully," cites Clark Collins, "and the only way to deal with a bully is to stand up to him!" The BlueRibbon Coalition is certainly an organization with the courage to stand up to these abusive forces. They respect the law and seek to work within the system to right

public wrongs that have been advocated by the environmental extremist movement. They have proved their mettle and are deserving of our undivided and dedicated support. If you haven't already, join the BlueRibbon Coalition today. If you are already a member, help them increase their circle of influence and membership by introducing them, through this and other important issues, to your friends and neighbors.

BlueRibbon is taking the lead in the fight for our public lands. If they don't do this important work, who will? Indeed, If not BlueRibbon, WHO? That's the theme of their upcoming Convention in October, which is also deserving of your consideration. Join the BlueRibbon Coalition today! A full-fledged individual membership is only \$20 per year, a small price to preserve your right to recreate on public land tomorrow.

I know this is just a local issue, but Babbitt's handling of it has national implications. You can write President Clinton at 1600 Pennsylvania Ave. NW, Washington, D.C. 20500. Call him at (202)456-1414, his Office of Environmental Policy at (202)456-6224 or the Office of Public Liaison (202)456-2930.

If you have had a similar experience with any federal agency, please send us information on it for a future issue of BlueRibbon Magazine. We must not allow our land management agencies to discriminate against us in this way.

BlueRibbon Coalition Inc., P.O. Box 5449, Pocatello, ID 83202. Phone, (208)237-1557, fax 237-1566. □

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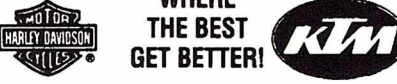
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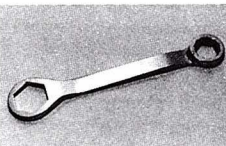
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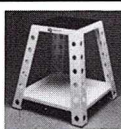
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9:32	40.8	24
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9:36	42.4	24
9:37	42.8	24
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Proposed Forest Service Rules May Make You a Criminal!

by "Fossil Bill" Kramer

It gives us great sadness to report that now the U.S. Forest Service is in the forefront of those marching against traditional American freedoms.

My father was a dedicated servant of this fine agency all his adult life. The wife and I have long admired Service folk. Despite shifting political winds, they steadfastly pursued their mission, providing lumber for human needs as well as magnificent forests where the public could sightsee, camp, fish, swim and commune with nature.

But this is changing. As environmentalists gain power, a Big Brother mentality has set in. FS dedication is crumbling. Not from inner rot. Rather, this corruption of ideals is being imposed from the top by high officials who worship Nature and Big Government.

What we're about to relate is almost unbelievable. So be advised that our information comes from either the Federal Register, from our own conversations with FS officials, or from internal FS documents which were slipped to us.

Here, translated by us from government legalese, is what FS bureaucrats plan to do to people whose interests they are supposed to be serving:

- * Rewrite FS regulations so that state crimes become federal offenses, giving regulations precedence over state laws.

- * Create a national police force with virtually unlimited authority to enforce these regs on all FS property, supplanting state and county law officers. FS "Law Enforcement Officers" and "Special Agents"—responsible only to the Chief of the Forest Service—could "execute and serve search warrants" and "make arrests with or without a warrant!"

- * Eliminate jury trials by classifying offenses as misdemeanors rather than felonies. This allows Federal Magistrates to pass judgment and imprison or fine citizens arrested by FS officers, denying them trial by jury.

Here, paraphrased to fit space, are a few of the numerous "federal crimes" for which anyone could be imprisoned.

"Obscene language, utterances or gestures...with intent to cause public alarm, nuisance, jeopardy or violence."

Even the Supreme Court has a tough time deciding what's obscene. Add "with intent to...etc." and any FS cop can arrest anyone for practically anything. Without a warrant.

"Disturbing, damaging, removing, possessing, transporting, buying or selling any fossil or other prehistoric or historic resources or mineral material or other property of the U.S."

Unless you have a license, that is.

(Wow, Big Bro, this is heavy stuff. But you forgot "viewing or touching.")

As confirmed rockhounds, fossil collectors, and berry and mushroom pickers, we are livid about this. It would even stop unlicensed kids from panning for a few flecks of gold.

Just who does the Forest Service think public resources belong to? Big Brother? We'd always thought they belonged to the people. So who prohibits people from collecting, using or enjoying them?

"Straying cattle." Livestock owners beware! "Unauthorized livestock," says Big Brother, "are prohibited without regard to whether a person intended to place or allow such livestock on Forest Service lands."

Meaning if your cows strays onto FS lands over fencing broken down by a storm-toppled tree, you will be punished.

So why doesn't Big Brother restrain his cougars, wolves, coyotes and bears from straying onto your land, eating your livestock and endangering your family?

"Bad checks." There are countless laws against issuing bad checks. Now Big Brother wants it to be a federal crime! Yes, some campground fees, licenses and other services get paid with rubber checks and the FS wants their money. But federal agents chasing bad check artists...won't it cost more than they collect? Or isn't cost important?

Fortunately, says the Forest Service, this "rule" (Big Bro calls 60 pages of rule making "This rule") and creation of countless new federal crimes is not significant. And since it "will not have an annual effect of \$100 million or more on our economy, nor adversely effect productiv-

ity, competition, jobs, public health or safety, nor state or local governments," it is not subject to review by the Office of Management and Budget.

Hmmmmmm. Usurping authority from state and local governments doesn't affect them? Banning rockhounding, fossil collecting, and berry and mushroom picking won't adversely affect productivity, competition and jobs?

Now brace yourself for possibly the most outrageous statement ever made:

"This proposed rule," Big Brother says, "will not result in additional paperwork not already required by law or approved for use." Pardon us while we send that one off to the Guinness Book of World Records before we die laughing.

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